



Hongkong Daily Press.

ESTABLISHED 1882.

Registered as a Newspaper at the General Post Office in the United Kingdom.

An Eye to the Main Chance!
The Main Chance for you is what Nature intended you to have—good eyesight. And that is made possible by the discovery of
CROOKES' LENSES.
Obtainable from
N. LAZARUS.
OPHTHALMIC OPTICIAN.
75, Queen's Road, HONGKONG.
Prescriptions carefully fitted.

No. 19,110

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日四初月七閏年未己

HONGKONG THURSDAY, AUGUST 29TH, 1919.

四拜禮 號八廿月八年捌國民華中

Price, \$3 PER MONTH.

INTIMATIONS

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
In Casks 75 lbs. net.
In Bags 50 lbs. net.
SHEWAN, TOMES & Co.,
General Managers. (8)

ALLSOPP'S

BRITISH

PILSENER

BEER.

BREWED AND BOTTLED

by

S. ALLSOPP & SONS, LTD.

BURTON-ON-TRENT.

SOLE AGENTS:

CALDBECK.

MACGREGOR & Co.

14, QUEEN'S ROAD CENTRAL.

Telephone No. 75.

CARTRIDGES! CARTRIDGES!

CARTRIDGES!

NEWLY ARRIVED.

SPORTING CARTRIDGES,
12, 16 and 20 bore. Loaded
with E. C. Powder, a powder
which gives universal satisfaction.

THE HONGKONG RIFLE ARMS
AND AMMUNITION STORE,
Nos. 5-6, Beaconsfield Arcade. (7)

A LING & CO.

19, QUEEN'S ROAD CENTRAL,
HONGKONG.

FURNITURE AND PHOTO GOODS

GLASS ETCHING, SIGN-BOARD AND
MIRROR MARKS

CANTON MARBLE IN VARIOUS SHADES

Photographic Goods of Every Description
in Stock.

DEVELOPING, PRINTING AND ENLARGING
UNDER TAKEN.

TELEPHONE 1218. (78)

PEAK TRAMWAY COMPANY,

LIMITED.

TIME-TABLE.

WEEK DAYS.	
7.00 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " " " " "	" " " "
9.30 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.45 p.m. to 1.15 p.m.	" " " "
1.15 " " " " " "	" " " "
1.45 " " " " " "	" " " "
2.15 " " " " " "	" " " "
3.00 " " " " " "	" " " "
NIGHT CARS.	
8.50 p.m. to 9.00 p.m.	" " " "
9.20 p.m. to 11.20 p.m.	Every 30 minutes
11.45 p.m.	" " " "

SATURDAY.

Extra Car—12.00 Midnight.

SUNDAY.

WEEK DAYS.	
7.30 a.m. to 8.00 a.m.	Every 15 minutes
8.00 " " " " " "	" " " "
10.30 " " " " " "	" " " "
11.30 " " " " " "	" " " "
12.00 noon to 1.00 p.m.	" " " "
1.00 p.m. to 3.30 p.m.	" " " "
3.30 " " " " " "	" " " "
8.00 " " " " " "	" " " "
8.30 " " " " " "	" " " "
NIGHT CARS.	
8.30 " " " " " "	" " " "

SPECIAL CARS by arrangement at
the Company's Office, Alexandra Build-
ings, Des Vaux Road Central.
Season and punch tickets available for
all cars not already full running at the
time stated in the Company's time-tables,
but not for special cars, can be obtained
on application at the Company's Office.
No Season ticket will be issued until
payment thereof has been made in Bank
Notes or by Cheque or Compro Order
representing Bank Notes.
JOHN D. HUMPHREYS & SON,
General Managers. (79)

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after THURSDAY, NOVEMBER 7TH, 1918, until further Notice.

DOWN TRAINS.

Stations	No. 1 Through Express a.m.	No. 2 Through Express a.m.	No. 3 Local a.m.	No. 4 Local a.m.	No. 5 Through Express p.m.	No. 6 Local p.m.	No. 7 Local p.m.	No. 8 Local p.m.
CANTON (at the Tail)	7.30	8.15	8.45	9.15	1.15	1.45	2.15	2.45
SHEN LUNG	7.45	8.30	9.00	9.30	1.30	2.00	2.30	3.00
Shum Chai	8.00	8.45	9.15	9.45	1.45	2.15	2.45	3.15
Shuangshui	8.15	9.00	9.30	10.00	2.00	2.30	3.00	3.30
Taipei	8.30	9.15	9.45	10.15	2.15	2.45	3.15	3.45
Taipei Market	8.45	9.30	10.00	10.30	2.30	3.00	3.30	4.00
Yuenai	9.00	9.45	10.15	10.45	2.45	3.15	3.45	4.15
Kowloon	9.15	10.00	10.30	11.00	3.00	3.30	4.00	4.30

UP TRAINS.

Stations	No. 9 Local a.m.	No. 10 Local a.m.	No. 11 Through Express a.m.	No. 12 Local a.m.	No. 13 Through Express p.m.	No. 14 Local p.m.	No. 15 Local p.m.	No. 16 Local p.m.
Loan Ferry	7.30	8.00	8.30	9.00	1.15	1.45	2.15	2.45
Kowloon	7.45	8.15	8.45	9.15	1.30	2.00	2.30	3.00
Shuangshui	8.00	8.30	9.00	9.30	1.45	2.15	2.45	3.15
Taipei	8.15	8.45	9.15	9.45	2.00	2.30	3.00	3.30
Taipei Market	8.30	9.00	9.30	10.00	2.15	2.45	3.15	3.45
Yuenai	8.45	9.15	9.45	10.15	2.30	3.00	3.30	4.00
Shum Chai	9.00	9.30	10.00	10.30	2.45	3.15	3.45	4.15
SHEN LUNG	9.15	9.45	10.15	10.45	3.00	3.30	4.00	4.30
CANTON (at the Tail)	9.30	10.00	10.30	11.00	3.15	3.45	4.15	4.45

* Will stop at Taipei and Shuangshui for First-Class Passengers on Notice
being given to the guard.

NOTICE TO PASSENGERS.

The Railway Administration do not guarantee that the services mentioned in this
table will connect with the trains as shown.

SHA TAU KOK BRANCH.

Stations	a.m.	p.m.	a.m.	p.m.
Fauling	8.30	12.00	2.30	5.00
Shataukok	8.35	12.05	2.35	5.05

H. F. WINSLOW, Manager.

THE LIVERPOOL & LONDON & GLOBE INSURANCE CO., LTD.

Established 1838. Incorporated in Great Britain.
Total Assets valued £16,000,000.
FIRE, LIFE, MARINE, MOTOR CAR, PLATE GLASS, FIDELITY,
GUARANTEE AND LOSS OF PROFITS INSURANCE.
HONGKONG BRANCH.
4, Des Vaux Road, Central.
Tel. No. 300.
RIGBY H. P. KEWLEY,
Acting Local Manager. (74)



MITSUBISHI ZOSEN KAISHA, LTD.

(EX MITSUBISHI DOCKYARD & ENGINE WORKS).

AL, A.B.C., WESTERN UNION, ENGINEERING AND BENTLEY CODES USED.

Builders and Repairers of Ships, Engines and Pumps, and Electrical Engineers.
Manufacturers of Centrifugal Condensers, Special Manganese Bronze Castings,
Parsons's Steam Turbines and Turbo-Alternators, etc., etc.

NAGASAKI WORKS.

TELEGRAPHIC ADDRESS: "DOCK, KORE" NAGASAKI

GRAVING DOCKS AND PATENT SLIP.

Length on Keel Blocks	No. 1	No. 2	No. 3
77 feet	50 feet	30 feet	74 feet
Width of Entrance on bottom	77 feet	50 feet	30 feet
Water on Blocks at Spring Tide	25 feet	25 feet	25 feet

PATENT SLIP—Capable of lifting vessels up to 1,000 tons gross.

Two Floating Cranes of 80 and 40 tons each, besides 150 tons Giant Crane.

KOBE WORKS.

TELEGRAPHIC ADDRESS: "DOCK, KORE" KOBE

FLOATING DOCKS.

Lifting Power	No. 1	No. 2	No. 3
7,700 tons	12,000 tons	18,000 tons	
Max. Length of Ship taken	480 feet	580 feet	470 feet
Max. Breadth of Ship taken	68 feet	68 feet	68 feet
Max. Draft of Ship taken	23 feet	23 feet	23 feet

Floating Crane of 40 tons weight, besides 100 Tripod Cranes.

HIKOSHIMA WORKS (Near Shimonoeki).

TELEGRAPHIC ADDRESS: "DOCK, SHIMONOEKI"

GRAVING DOCK.

Length on Keel Blocks	No. 1	No. 2	No. 3
263 feet 0 inch	263 feet 0 inch	263 feet 0 inch	263 feet 0 inch
Breadth at Entrance on bottom	263 feet 0 inch	263 feet 0 inch	263 feet 0 inch
Depth of Water on Blocks at Spring Tide	25 feet	25 feet	25 feet

Floating Crane capable of lifting 30 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS

are closely connected with each other, enabling them to co-operate in the prompt

execution of work and to suit the convenience of customers.

Any Order will be promptly attended to and Estimate sent on application. (73)

KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES

FOUNDRY AND SMELTING COKE

FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO

DODWELL & CO., LTD. QUEEN'S

BUILDINGS HONGKONG. OR

KAILAN MINING ADMINISTRATION

TIENTSIN, NORTH CHINA

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Ballings: To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.

From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

Ballings: "SUI AN" to Macao daily at 8 a.m. (Sundays 9 a.m.)

"SUI TAI" to Macao daily at 1 p.m. (Sundays excepted.)

"SUI AN" from Macao daily at 1 p.m. (Sundays 4 p.m.)

"SUI TAI" from Macao daily at 4 p.m. (Sundays excepted.)

On and after August 29th Police Permits to leave the Colony are not required.

Further information may be obtained at the Company's Office, Hotel Mansions,

or from MESSRS. TROSCOCK & SON, Booking Agents, Hongkong.

KELLY & WALSH, LTD.

A Short Italian Dictionary, by Alfred Hoare	\$11.50	The Listener's Guide to Music with a Concert-Goers Glossary	2.50
Wild Life of the World, by D. Lydeker in 3 Volumes with 600 Engravings and 120 Studies in Colour	55.00	The Nervous Child, by H. C. Cameron	4.00
Eastern Exchange, Currency and Finance, by W. F. Spalding	8.50	Thought-Culture, by W. W. Atkinson	3.40
Naval Architects' Data, by J. Mitchell	5.00	Six Weeks in Russia 1919, by Arthur Hansome	1.75
What is the Kingdom of Heaven? by A. Chilton-Brook	3.50	Mr. Sterling Sticks it Out, by Harold Begbie	2.50
Oscar Wilde and Myself, by Lord Alfred Douglas	4.00	Short Cuts in Figures, by A. Frederick Collins	2.00
BRASSEY'S NAVAL ANNUAL 1919 Five Months on a German Raider, by F. G. Traves	14.50	Name This Flower, by Gaston Bonnier, with 313 Illustrations in Colour and 2715 Black and White Diagrams	5.00
Victory over Blindness, by Sir Arthur Pearson	4.00	Foreign Financial Control in China, by T. W. Overlach	4.00
"All Clear", by John Oxenham	.80	Modern Shipbuilding Terms Defined and Illustrated, by F. F. Pease	4.00
Life and Letters of Herbert Spencer, by David Duncan	10.00		

The book of the Moment
1914, by Field-Marshal Viscount French of Ypres with a
Preface by Marechal Foch.
\$10.00

EXCHANGE TABLES

Dollars or Taels and Sterling advancing by Sixteenths of a Penny

1/3 to 3/8	\$3.00
3/8 to 4/	\$2.00
4/ to 4/6	\$2.00
4/6 to 5/	\$2.00
5/ to 5/6	\$2.00

NEW STOCK OF NOVELS, CLOTH BOUND BY POPULAR AUTHORS
at \$1.75.

MACARONI, PASTE STARS, EGG NOODLES, VERMICELLI, AND ALL KINDS OF SOUP STUFFS.

ALL our Pastes bear the "Rooster" label and are made from Flour of the Best Quality containing a large percentage of Gluten. Starch and Gluten are the principal components of Flour. Gluten is easier to digest and contains more nutriment than Starch. Manufactured under the most sanitary conditions.

Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly.

THE HING WAH PASTE MANUFACTURING CO., LTD.

Head Office: No. 47 & 48, Connaught Road, Central, Hongkong; Telephone No. 1129 & 1130

Principal Factory: No. 71, North Beach Road, Shanghai, China; Telephone No. 3388

Branch Factory: Wing Hing Street, Causeway Bay, Hongkong.

Cable Address: "HINGWAH."

SOUTH MANCHURIA RAILWAY.

IMPORTANT SECTION IN THE OVERLAND ROUTE BETWEEN THE FAR EAST AND EUROPE

OPERATING ALL LINES IN SOUTH MANCHURIA AND CHOSEN EAST OF MANCHURIA.

Travellers and Tourists journeying between Tokyo and Peking should travel via the South Manchuria Railway, which runs from Fusan to Mukden and passes through magnificent scenery and furnishes the last link in the newest highway round the world. Only a short sea passage (about 10 hours) between Shimonoeki and Fusan. From capital to capital by express trains the journey occupies only 3½ days. The ordinary daily trains between Fusan and Mukden have sleeping and dining accommodation.

This line connects at Mukden (the ancient capital of China) with the Peking-Mukden Line and the main line of the South Manchuria Railway, which connects the Trans-Siberian Route with the sea-board at Dairen, where there are several regular steamer services.

Particulars and guide books free from the International Sleeping Car Co.'s Offices, Messrs. Thos. Cook & Son's Offices, the Japan Tourist Bureau Offices, or direct from the

SOUTH MANCHURIA RAILWAY CO.

HEAD OFFICE: DAIREN.

BRANCH OFFICES: TOKYO, SEOUL, HARBIN, PEKING & SHANGHAI.

At Add: Manzhou.

HOTELS

THE HONGKONG HOTEL CO., LTD.

Operating—

THE HONGKONG HOTEL.

The leading Hotel in the Far East.

THE REFUGEE BAY HOTEL.

(Opening in the Summer of 1919).

The coming sea-side resort of South China.

THE HOTEL MANSIONS.

(Office premises).

The headquarters of the Canadian Pacific

Ocean Services and the leading

American Business concerns.

THE HOTEL COMPANY have recently

extended their cold storage plant and

instituted motor transportation, are special-
izing in outside catering such as banquets,
dances, picnics, etc., and are prepared to
supply all necessary equipment, decorations,
furnishings as usual.

Quotations may be obtained on application
at the Hotel Main Office, or representatives
will call on communicating with

Telephone No. 423 CHUNG DEPARTMENT

Telephone No. 1872 MANAGER.

J. H. TAGGART,
Manager. (14)

KING EDWARD HOTEL.

CENTRAL LOCATION.

ELECTRIC LIGHTS AND LIGHTING.

TELEPHONE ON EACH FLOOR.

HOTEL LAUNDRY MEETS ALL DEMANDS.

Telephone No. 272.

Tel. Address: "VICTORIA."

J. WITCHELL,
Manager. (18)

THE

PEAK HOTEL.

1,500 feet above sea level.

15 minutes from landing stage.

Under the Management of

MRS. BLAIR.

THE

VICTORIA HOTEL

CANTON.

Situated on the British Concession,

Shameen.

The only European Hotel in

Canton.

Guides and Chairs provided.

PIANOLA-PIANOS

THE AEOLIAN CO.
NEW MODELS

just received.

"STROUD"

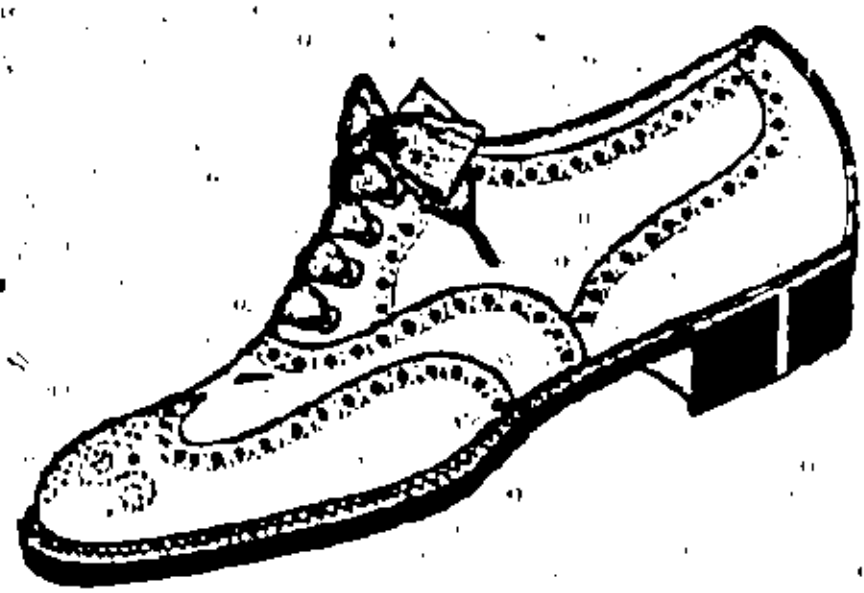
"AEOLIAN"

&
STECK.

Give us a call to inspect them.

S. Moutrie & Co., Ltd.,

SOLE AGENTS.



Here is a shoe which is built for solid comfort. Every part of it is made of finest materials; it fits, wears and looks well and will ensure perfect foot comfort to the man who wears it.

Stocked in a light weight for ordinary wear, also a heavy weight for Golf or walking.

MACKINTOSH

& CO., LTD.,

Men's Wear Specialists,

16, DES VŒUX ROAD.

Telephone 29.

HAPPY HIT

CIGARETTES

The Real Burley Cigarette

IT'S TOASTED.

An entirely New principle in

Cigarette Manufacture.

SOLE AGENTS:

THE HONGKONG CIGAR STORE

CO., LTD.,

Hotel Mansions.

Tel. 151.

THE
CORONET

TO-NIGHT

at 5.15 and 9.15 p.m.

"HEARTS OF THE WORLD."

Booking at MOUTRIE'S.

MARKET PRODUCE IN
HONGKONG.SCHEDULE OF CURRENT RETAIL
PRICES.

August 27th, 1918.

BUTCHER MEAT.

Beef Sirloin Mei Lung Pa	lb.	22
Beef Prime Cut	lb.	22
Beef Corned Ham Ngau Yuk	lb.	21
Beef Roast	lb.	21
Beef Breast Ngau Lam	lb.	17
Beef Soup Tong Yuk	lb.	17
Beef Steak Ngau Yuk Pa	lb.	20
Beef Steak Sirloin Ngau Lau	lb.	28
Beef Sausages Ngau Ching	lb.	26
Bullock's Brains Ngau No	lb.	10

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MARKET PRODUCE IN
HONGKONG.SCHEDULE OF CURRENT RETAIL
PRICES.

August 27th, 1918.

BUTCHER MEAT.

Bananas, fragrant, Canton	lb.	8
Bananas, fragrant, Hong Kong	lb.	8
Bananas (brides), Macao-San	lb.	8
Heung Chiu	lb.	8
Chestnuts, Chinese-Poong Luan	lb.	8
Carabobla-Yeung Tse	lb.	8
Cocconuts-Yeh Tse	lb.	8
Lemons, China-Ning Moong	lb.	8
Lemons, America-Kam San	lb.	8
Ning Moong	lb.	8
Lichees Dried-Lai Chi, Small	lb.	8
Lichees fresh	lb.	8
Limes (Saigon)-Sai Kung Ning	lb.	8
Moong	lb.	8
Mango, Manila-Lai Sung Moong	lb.	8
Mangosteen-San Chuk Tse	lb.	8
Oranges (Canton)-San Shing	lb.	8
Tim Ching	lb.	8
Oranges Sweet	lb.	8
Pears (American)-Kam San	lb.	8
Pears (Canton)-Sai Kung Ning	lb.	8
Shoot Lay	lb.	8
Peanuts, Fa Sung	lb.	8
Persimmons Large, Hung Chi	lb.	8
Pine apples, 1st quality-Poon Ti	lb.	8
Pine apples, 2nd quality-Chung	lb.	8
Pine apples, 3rd quality-Chung	lb.	8
Plantain Tai Cheu	lb.	8
Plums-Swallow, Hung Lai	lb.	8
Pumelo, Siam-Chim La Yau	lb.	8
Pumelo, Shanghai Lo Kwat	lb.	8
Walnuts-Hop Tse	lb.	8
Walnuts, Green-Sang Hop Tse	lb.	8
Water Melon (Am.) Kam San	lb.	8
Sai Kwa	lb.	8
Water Melon (China) Sai Kwa	lb.	8
Grapes-Sang Po Tai	lb.	8

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THE WATER GATEWAY OF
PANAMA.THE NEW "BLUE WATER" ROUTE
TO EUROPE.

August 27th, 1918.

BUTCHER MEAT.

Bananas, fragrant, Canton	lb.	8
Bananas, fragrant, Hong Kong	lb.	8
Bananas (brides), Macao-San	lb.	8
Heung Chiu	lb.	8
Chestnuts, Chinese-Poong Luan	lb.	8
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Cocconuts-Yeh Tse	lb.	8
Lemons, China-Ning Moong	lb.	8
Lemons, America-Kam San	lb.	8
Ning Moong	lb.	8
Lichees Dried-Lai Chi, Small	lb.	8
Lichees fresh	lb.	8
Limes (Saigon)-Sai Kung Ning	lb.	8
Moong	lb.	8
Mango, Manila-Lai Sung Moong	lb.	8
Mangosteen-San Chuk Tse	lb.	8
Oranges (Canton)-San Shing	lb.	8
Tim Ching	lb.	8
Oranges Sweet	lb.	8
Pears (American)-Kam San	lb.	8
Pears (Canton)-Sai Kung Ning	lb.	8
Shoot Lay	lb.	8
Peanuts, Fa Sung	lb.	8
Persimmons Large, Hung Chi	lb.	8
Pine apples, 1st quality-Poon Ti	lb.	8
Pine apples, 2nd quality-Chung	lb.	8
Pine apples, 3rd quality-Chung	lb.	8
Plantain Tai Cheu	lb.	8
Plums-Swallow, Hung Lai	lb.	8
Pumelo, Siam-Chim La Yau	lb.	8
Pumelo, Shanghai Lo Kwat	lb.	8
Walnuts-Hop Tse	lb.	8
Walnuts, Green-Sang Hop Tse	lb.	8
Water Melon (Am.) Kam San	lb.	8
Sai Kwa	lb.	8
Water Melon (China) Sai Kwa	lb.	8
Grapes-Sang Po Tai	lb.	8

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HONGKONG LEGISLATIVE COUNCIL.

TO-DAY'S AGENDA.

A meeting of the Hongkong Legislative Council will be held in the Council Chamber to-day at noon.

BUSINESS.

The Hon. the Colonial Secretary will move the following resolution under section 170 of the Public Health and Buildings Ordinance, 1907:

Whereas application has been duly made by the Sanitary Board to the Governor under section 167 of the Public Health and Buildings Ordinance, 1907, for the erection of a Public Latrine and Urinals under the steps in Duddell Street.

And whereas such application having been duly approved by the Governor and a notification of the intention to erect a Public Latrine and Urinals at such site having been duly published in three successive numbers of the *Gazette*, certain owners and occupiers of property in the vicinity have objected to such erection.

And whereas such objections have been duly considered.

It is hereby resolved by the Council that the above-mentioned site and the erection thereof of a Public Latrine and Urinals be and the same are hereby approved.

QUESTIONS.

The Hon. Mr. C. G. Alabaster, O.B.E. has given notice of the following questions:

1. In order to lessen the loss of life in typhoons and to obviate as far as possible the exploitation of poor sampans people by excessive launch towage charges, will the Government arrange with the owners of powerful tugs and launches to render gratuitous towage service to sampans and other craft in difficulties whenever the black signals are hoisted during a flood tide?

2. Does the Observatory take into consideration the state of the tide in calculating the period of warning they give in the case of approaching typhoons? If not will they give longer warning on a flood tide than on an ebb tide?

3. When will telephonic communication with Cheung Chau be restored?

4. Can the Government give any information with reference to the suggested establishment of a Chinese Government aerodrome in Hongkong, mentioned in the *North-China Daily News* of the 19th August and the *Hongkong Daily Press* of the 25th August?

ORDERS OF THE DAY.

First reading of a Bill intituled, An Ordinance to amend the Law relating to Indictments in Criminal Cases, and matters incidental or similar thereto.

First reading of a Bill intituled, An Ordinance for the acquisition and disposal of rice by the Hongkong Government, and for validating acts previously done.

First reading of a Bill intituled, An Ordinance to prohibit former Enemy Aliens from being within the Colony without a permit.

Second reading of the Bill intituled, An Ordinance to authorize the appropriation of a supplementary sum of five million four hundred and sixty-six thousand three hundred and twenty-seven dollars and sixty-three cents to defray the charges of the year 1919.

Second reading of the Bill intituled, An Ordinance to provide that no person shall reside within the southern portion of the Island of Cheung Chau, otherwise known as Dumb-bell Island, without the consent of the Governor-in-Council.

Second reading of the Bill intituled, An Ordinance to consolidate and amend the law relating to Places of Public Entertainment.

Second reading of the Bill intituled, An Ordinance to amend the Rating (special war rate) Ordinance, 1917.

It is proposed to pass the Bill through all its stages at this meeting of the Council.

BRITISH EMPIRE GOODS.

Mr. Hughes, on the eve of his return to Australia, said he attached great importance to the establishment of a mark to indicate the origin of British Empire goods. He would advocate the use of such a mark for Australian goods, and felt that great advantage would accrue to goods exported from the United Kingdom to Australia if they were marked in such a way as to guarantee that they were British. The words "Made in Australia" or "Made in Great Britain" seemed too loose to be of any value.

CANTON NEWS.

August 27th.

LAWLESS LAW STUDENTS.

Owing to the conflict between the students and the Headmaster of the Civil Law Academy, the authorities propose to close the institution and dismiss the present group of students. The Academy may be reopened for new students when matters have quieted down, possibly after a few months.

The Headmaster has requested the authorities to allow him to resign but the request has been refused.

DARING ROBBERIES.

It is reported that a very daring robbery took place in a village in the Poon Yu district in broad daylight on August 23rd. A gang of more than 200 robbers, in uniform, came in junks, towed by a steam launch, and they were given a reception by the local gentry as they were mistaken for troops. The village was ransacked by the robbers, and about 100 rifles, which were kept for protection, were seized. It is stated that in addition to very large booty, the robbers carried away more than 80 persons, among whom were the most wealthy and influential, who are held to ransom.

It is reported that the Magistrate of the Sze Wui district, who was carried away by robbers, has been ransomed for \$8,000. A number of the robbers went personally to the magistrate's house to collect the ransom money.

ROAD IMPROVEMENTS.

Since the signature of the tramway contract orders have been given for the work of building the new roads to be carried on with greater expedition. Chief attention is being given to the construction of the Wing Hon Road and its branches, as they are the most important. The front portions of the Tuchun's and the Civil Governor's Yams are to be pulled down in connection with the scheme. It is expected that all the new roads will be completed by January.

PEACE PROSPECTS.

General Luk Wing-ting has telegraphed to the Peking Government expressing his desire for peace and his loyalty to the Government.

Luk stated that he approves the appointment of Wong Yap-tong as chief Northern peace envoy and of Shun Chun-huen as chief Southern envoy.

Luk added that all the Kwangsi troops have evacuated Hunan and that the rumours of impending trouble between Kwangtung and Kwangsi troops, or any others, are without foundation.

The members of the Military Government who were requested to give their opinion in regard to the resumption of the internal peace conference have announced that they are waiting for General Luk's opinion.

In connection with General Luk Wing-ting's separate peace proposals, it is stated that the Peking Government has promised to appoint Luk Vice-President; Tam Ho-ming (the Kwangsi Tuchun) Inspector General of the Two Kwangsi; and Commander Ma-chai, Tuchun of Canton, if Luk cancels the declaration of independence of the two provinces.

THE IMPENDING DISSOLUTION OF THE MILITARY GOVERNMENT.

The question of the impending dissolution of the Military Government is being revived.

The chamber of the Military Government is nearly empty, as many of the staffs of the various departments have resigned or gone on leave since they learnt that the dissolution was impending.

Other reports state that General Luk Wing-ting, in order to enforce the dissolution of the Military Government, has decided to send his forces to Canton, as the Kwangsi troops in the city are not all loyal to him. It is stated that some of Luk's advance guards have already arrived in Shuibing, and many others are following. It is believed that the end of the Military Government is fast approaching.

It is reported that General Luk has ordered Commander Shun Hung-ying (one of the Kwangsi leaders who is opposed to the dissolution of the Military Government), to lead all his forces back to Kwangsi. Commander Shun could not ignore Luk's order and departed from Canton. He has taken only one battalion with him, however, and instructed the rest of his army to follow when ordered to do so.

ANTI-GAMBLING ASSOCIATION.

An Anti-Gambling Association has been formed by the members of the Canton Y.M.C.A. to demand that the authorities put an end to all forms of gambling. They have also decided to speak to the people on the evils of gambling.

ANTI-JAPANESE MOVEMENT.

The merchants in Canton held a meeting recently in the General Chamber of Commerce and passed a resolution to stop trading in Japanese goods until Tsingtao is returned to China.

THE FRENCH CONSUL.

We are informed that the French Consul, acting upon orders from his Government, has to return to France. It has been reported to the authorities that the Consular office will be in charge of the Acting Consul.

MONEY DEMANDED BY MENACES.

DISTRICT WATCHMAN CHARGED.

The hearing of an interesting case was commenced at the Magistracy, yesterday afternoon, when a district watchman, attached to the local Police Force was charged with feloniously sending or uttering, directly or indirectly, and knowing its contents, a letter on August 11th, demanding of Wei Fan, with menaces and without reasonable cause, a sum of \$80.

Mr. Leo, d'Almada prosecuted and Mr. M. K. Lo defended.

Another man, who was also implicated, was allowed out on bail of \$300 and has disappeared from the Colony. A warrant issued for his arrest cannot be executed.

Mr. d'Almada, opening the case, stated that defendant was charged under section 32 of the Larceny Ordinance and was liable to imprisonment for life. Complainant belonged to the Woo Clan, and defendant to the Li Clan. Some time ago there was a fight between the two clans, as a result of which the parties sought redress in Court, and the Chief Clerk of the Court directed one party to pay ten cents as compensation to the other party. Whether or no the Chief clerk had authority to settle the matter, he could not say. A few days later complainant received the following letter:—

"From the members of the Long Life Society.

"On receipt of this letter please bring to us \$80. If you not do so within three days there will certainly be something pleasant to show the pros and cons. Don't complain that I did not tell you beforehand. This money is merely compensation for the expenses incurred for medicine. It is not too great a demand on you. Our society certainly will be hostile to you. This is specially written for your information, so that you may make no mistake and then it will be all right. Our brethren are holding discussion secretly."

This letter, continued Mr. d'Almada, was the subject matter of the charge, and if the magistrate was satisfied that there was a threat without proper cause the defendant, must be found guilty, subject to the fact that, directly or indirectly, he identified himself with the sending of the letter.

An interpreter attached to the Secretariat for Chinese Affairs stated that the books (produced) found in defendant's premises were unlike the usual money loan association books. The signature on the letter and the body of the letter looked as if they had been written by the same person.

Mr. Lo asked the interpreter to compare the writing on the letter with defendant's hand-writing and inform the Court whether it was the same. The interpreter declined to do this and Mr. Lindell promised to have a hand-writing expert present at the next hearing.

Inspector Watt said he visited the first floor of No. 13 Tai On Terrace and was handed a chop and two books by defendant's wife. He found other books in Lower Rutter Street. There was another cubicle on the same floor, adjacent to defendant's, in which strangers lived. It was possible for them to throw a chop over to the defendant's cubicle. The defendant came to the Police-station himself. There was a fight on August 9th, a Chinese festival day, between the two clans. It originated over the picking up of some money between two boys. He did not believe any compensation had been paid.

Mr. Lindell remanded the case.

A SEANDER ON INDIA.

In the House of Commons on July 9th, Sir J. D. Rees asked the Secretary for India, if his attention had been called to a pamphlet entitled "Coercion and Repression in India," signed by Messrs. Smillie, Williams, and Lansbury.

Mr. Montagu (Secretary for India): Yes, sir, and I can only describe it as a collection of false statements and deductions. It contains, among other insinuations a gross slander on the loyalty of India, which has remained unshaken, notwithstanding the hostile effects of a minute fraction of her people. I have seen nothing to show that the distribution of the pamphlet or its effect in India have been widespread, but I am well aware of the mischief that can be caused by the circulation of statements of this kind by ill-meaning or misinformed persons.

Mr. Lunn: Is it considered advisable to devise means to close the mouths of people who hold different opinions from members of the Government?

Mr. Montagu: The hon. member assumes that this is a matter of opinion. It is not; it is a question of misstatement of facts. (Hear, hear.)

ABUSIVE LANGUAGE.

At the Magistracy, yesterday, before Mr. R. E. Lindell, W. Lawson, of the Royal Navy, was summoned for using abusive language to J. Mukerjee, assistant to Dr. Smalley, of the Kowloon Dispensary.

Defendant: I don't remember anything about it, your Worship, I was drunk at the time.

Complainant stated that on Tuesday night he took the ferry from Hongkong to Kowloon. Defendant got on to the ferry at the same time and, pushing witness from his seat, used abusive language. Witness kept quiet till Kowloon was reached, and then charged defendant before an Indian constable. At the Water Police-station, too, defendant was very refractory.

Mr. Lindell: Drunkenness is no excuse for insulting people like this. You are fined \$10.

ALLEGED NEGLECT OF DUTY BY A CONSTABLE.

At the Magistracy, yesterday, C. 357, a Chinese *likung* was charged with neglect of duty.

Mr. Hall, of Messrs. Wilkinson and Crist, appeared for the defendant.

According to the prosecution, the *likung* was found sleeping near the Pumping-station, Murray Path, when he should have been on duty. Inspectors Grant and Boulger came across him while they were searching for the Chinese constable who shot the Indian. The Police regarded the case as serious and asked for heavy bail.

Mr. Smith remanded the case fixing bail at \$300.

ALLEGED SNATCHING.

At the Magistracy, yesterday, a Chinese was charged with snatching \$710 from another Chinese.

Mr. E. Davidson, who appeared for the defendant, applied for a remand.

Inspector Boulger stated that while complainant was walking along Circular Pathway defendant snatched the purse and passed it on to a confederate, who disappeared with it.

Mr. Smith remanded the case, fixing bail at \$750.

BANISHEE'S STORY DENIED BY HIS MOTHER.

A Chinese who had been banished from the Colony for five years returned a few days ago from Macao, before the expiry of his term. When charged at the Magistracy, yesterday, he said that he came back at the invitation of his mother. This was denied by the mother, who was present in Court. Defendant was sentenced to twelve months' hard labour.

MR. ROCKEFELLER'S 80TH BIRTHDAY.

Mr. John D. Rockefeller, the richest man in the world, recently celebrated his 80th birthday on his great estate in the Pocantico Hills with a concert, reception, dance, and dinner party. Surrounded by members of his family and numerous grandchildren, the oil king made a speech in which he said he hoped to live to be a 100 years old, and then "just begin to live." In the morning, Mr. Rockefeller played his usual game of golf to which, taken in conjunction with his daily tablespoonful of olive oil, he attributes his good health. The multi-millionaire in his new grey, cutaway suit looked the picture of health, and was in the best of spirits. He listened to music by a band of fifty instruments, congratulated the musicians, and expressed himself as puzzled that a man could make notes and write music without playing an instrument. The drummer, who was near by, remarked that musicians wished they could make the notes for which Mr. Rockefeller is famous, at which sally the oil king laughed heartily. After the concert there was a big dinner party, and a great birthday cake with eighty lighted candles. Each grandchild had the opportunity to blow some of them out. To-day Mr. Rockefeller goes to Seal Harbour, Maine, to spend the summer on his son's country estate.

JUST RECEIVED FROM

ELIZABETH LAZENBY

THE ORIGINAL AND GENUINE

PICKLES.	Mixed, Piccalilli, Chow Chow, Walnuts, White Onions, Onions, Gerkins, Eschalots, Cauliflower, Gerkins Onions in Yellow liquor, pint bots.	70 cts
SAUCES.	L. & P.'s Worcester Sauce in pint bottles	50
	Harvey Sauce pint	80
	Chef " " " " per bottle	60
	Anchovy " " " " pint	40
	Mushroom Catsup " " " " "	30
FISH.	Kipperd Herrings in 1 lb. tins...per tin	70
	Findon Haddocks " " " " "	70
	Yarmouth Bloaters " " " " "	50
	Cod' Roes " " " " "	80
SAUSAGES.	Oxford Sausages " " " " "	90
	Chicken, Ham & Tongue " " " " "	70
CEREALS.	Dried Haricots, Split Peas, in 2lb. Butter Beans, Lentils, tins	60
SUNDRIES.	Black Treacle in 2 lb. tins	70
	Capers, Capucine in 4 ounce bots.	30
	Essence of Rennett in 1 pint bots.	40
	Dried Herbs, all kinds in 1 pint bots.	25
	Ground Almonds in 1 lb. tins	\$1.60
	French Mustard, Mailles	jar 90cts.
	Carpet Soap, Chivers	tab 25

LANE, CRAWFORD & CO.

IF YOU ARE A HAMMOND USER

you need not buy a new typewriter when the type get worn; new sets of type are inexpensive, and can be put on in 30 seconds.

Two sets of type are provided with each machine, others to any quantity may be purchased separately.

Simply by turning a wheel, you may change from English to Russian, from Gothic type to Copperplate, or a whole variety of others. There are over 300 varieties of type produced for use on the Hammond typewriter. All or any may be used by any one machine.

This is but one of the many unique features of the HAMMOND TYPEWRITER; let us demonstrate to you its further advantages.

Messrs. BREWER & CO.,
(Sole Agents: Hongkong).

1106]

CALOL



FOR SALE AT ALL PRINCIPAL PHARMACIES

ONE PINT BOTTLE \$1.50
HALF PINT BOTTLE .80DISTRIBUTED BY
THE STANDARD OIL CO. OF N.Y.

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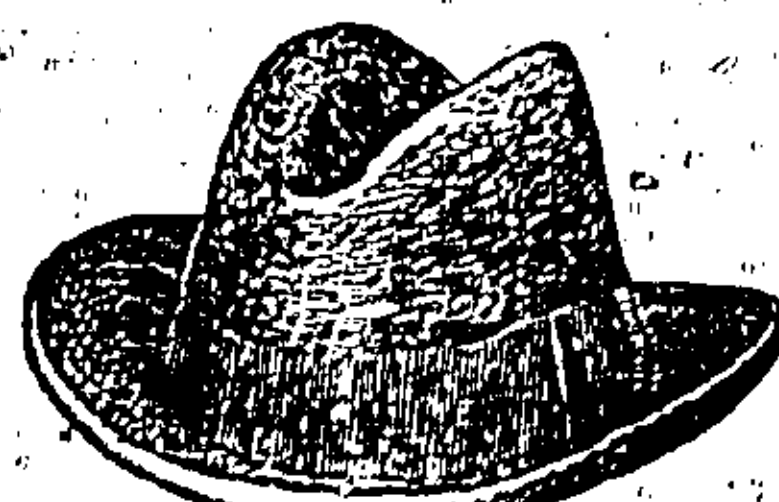
Wm Powell Ltd.
TELEPHONE 346JUST RECEIVED!
LATEST STYLES
IN
STRAW HATS
AND
SUN HELMETS

MADE BY

GLYN & CO.,

44, OLD BOND ST, LONDON, W.

SINGLE AND DOUBLE TERAIS.

SOFT FELTS AND THE
POPULAR VELOURS
IN ALL THE
NEWEST MATERIALS.

NEW ADVERTISEMENTS

NOTICE

WE HAVE This Day authorized Mr. FAUSTINO ANTONIO XAVIER to Sign for Messrs. XAVIER BROS., LTD. XAVIER BROS., LTD. Powell's Building, Hongkong, August 28th, 1919. [1170]

PEAK CLUB.

SATURDAY next, August 30th, at 9.15 P.M.

"THE GLOBE TROTTERS" Concert Party. DANCING: 11 P.M. to Midnight. TICKETS \$1 each, to be obtained from the Hon. Secretary or the No. 1 Boy.

MIXED AMERICAN TENNIS TOURNAMENT.

This will be played on SATURDAY afternoon next (weather permitting) commencing at 4 P.M. Entrants are requested to notify the Hon. Secretary, as soon as possible, if they are unable to play. [1171]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING of the Members of the Hongkong Club will be held in the Club House on MONDAY, SEPTEMBER 8th, 1919, at 5.30 P.M. Business—As posted in the Hall of the Club. By Order, E. DES VŒUX, Secretary. Hongkong, 25th August, 1919. [1172]

S.S. "CHEFOO"

For FREMANTLE.

Sailing about SEPTEMBER 1st, 1919. OFFICE: 227, Queen's Road Central, Telephone 1445. Hongkong, August 27th, 1919. [1173]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2532.

FAVOURED with instructions from the Concerned, will sell by Public Auction, TO-DAY (THURSDAY), August 28th, 1919, at 2.15 P.M., at his Sales Rooms.

HOUSEHOLD FURNITURE AND EFFECTS:

Wardrobes, Desks, Chairs, Chest of Drawers, Dressing Tables, Bookcases, Arm-chairs, Curio, Crockery and Glassware, Brass Ornaments, Vases, Pictures, Ice Boxes, Bedsteads, Clocks, Typewriters, Overmantels, Sideboards, Nanking, Table Cloth, Hat-stands and a long line of Sundries.

Also Prismatic Binocular in first-class condition. Terms—Cash on Delivery. Hongkong, August 25th, 1919. [1245]

A. G. DA ROCHA.

AUCTIONEER, SURVEYOR AND GENERAL BROKER.

Queen's Road Central, Telephone No. 2933.

FAVOURED with instructions from the Concerned, will sell by Public Auction, on SATURDAY, August 30th, 1919, at 2.30 P.M., at his Sales Room, Queen's Road Central (Old Post Office Building).

EXCELLENT HOUSEHOLD FURNITURE

Comprising—Chesterfield Couch and Arm Chairs, Blackwood Furniture, Brass and Iron Bedsteads, Tables, Brussels Carpets and Bureaux, Overmantels, Silk Tapestry Covered Drawing Room Suite, Sofas, Easy Chairs, Occasional Tables, Extension Dining Table, Bevelled Mirror, Wardrobes, Pictures, Curtains, Bed Steads, Crockery, Glassware, Ornaments, Cabinet, Teak Bookcase, Dining Wagons, Dining Chairs, Silver Ware, Clocks, Marble-top Washstands, Cooking Stoves, Cutlery, Toilet Set, Electric Reading Lamp, Cabinets, Sideboards and a long line of Sundries.

Catalogue will be issued. Terms—Cash on Delivery. Hongkong, August 25th, 1919.

TO-NIGHT.

WHEN YOU VISIT

THE CORONET

PUT YOUR NAME DOWN

TO RECEIVE GRATIS.

THE REVUE.

INTIMATIONS

CANTON INSURANCE OFFICE, LIMITED.

NOTICE

NOTICE IS HEREBY GIVEN that a SCIP CERTIFICATE with respect to 4 Shares numbered 2731/2734 in the above Office standing in the name of ONG HONG PIN of Singapore has been LOST, and should the same not be produced before the 10th September, 1919, a New Certificate will be issued in favour of the said Ong Hong Pin and no transaction taking place under the old SCIP Certificate will be recognised by the Office.

JARDINE, MATHESON & CO. LTD., General Agents. Hongkong, August 26th, 1919. [1169]

G. R.

In the Estate of WILLIAM BARBOUR, deceased.

ALL Persons having Claims or owing Monies to the above Estate are requested to send in such Claims or pay such Monies to the under-signed on or before the 15th day of September, 1919, after which date no Claims will be recognised.

C. F. GARSTIN, H.M.'s Acting Consul-General. Canton, August 23rd, 1919. [1157]

G. R.

NOTICE.

ALL PERSONS, with the exception of those of Chinese race desiring to leave the Colony for places other than Canton, West River or Macao should apply in person for permission to do so at the PASS OFFICE, POST OFFICE BUILDING between the hours of 9 A.M. to 1 P.M. and 3 P.M. to 4 P.M. daily.

Applicants will be required to produce Passports or identification papers. All persons, with certain exceptions, who remain in the Colony for more than 7 days are required to Register themselves under the REGISTRATION OF PERSONS ORDINANCE, 1916. Forms of Registration, giving the particulars required, may be obtained at the G.P.O. and at all Police Stations. The Penalty for non-compliance is a fine not exceeding \$50. 40

TO LET.

FROM October 1st, a SIX-ROOMED HOUSE, Furnished. Good location in Kowloon. Apply—Box 1188, Care of "Daily Press" Office. [1168]

TO LET.

PART of Ground Floor. 10, Des Vœux Road Central. Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD. [1169]

TO LET (UNFURNISHED).

NO. 9, MOUNTAIN VIEW, from 1st October, 1919. A.B. Apply—Care of "Daily Press" Office. [1084]

TO LET.

NO. 102, THE PEAK, 6-Roomed House at the Peak. Apply to—PERCY SMITH SETH & FLEMING. [1162]

TO LET.

FURNISHED at the PEAK, No. 4, Stewart Terrace. Apply—H. E. POLLOCK, Supreme Court. [937]

FOR SALE or TO LET on long lease.

FURNISHED or UNFURNISHED from October 1st, 1919. NO. 58, THE PEAK, (End House of Stewart Terrace) Hot Water throughout. Double Glass Terrace. Court with Pavilion and large Kitchen Garden. Apply—E. A. M. WILLIAMS, LOWE, BINGHAM & MATTHEWS, Chartered Bank Buildings. [1049]

FOR SALE.

"MOUNT GOUGH" No. 131, The Large Garden. Apply—LOXLEY & CO., York Buildings. [1145]

PALACE HOTEL, KOWLOON, Corner of Haiphong & Hankow Roads. Tel. 2, 3, 4. Tel. Address: Palace.

TWO Minutes from Ferry and Railway Station. This Hotel has just been completely renovated and refurnished is now up-to-date in every respect and under English Management.

Cuisine under personal supervision of the Proprietor.

BAR AND BILLIARD ROOMS, TERMS MODERATE. Special Arrangement for Families on Application to—J. H. O'KEEFE, Proprietor. [810]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

S.S. "WEST CONOR", VOY. 1-OUT. FROM SAN FRANCISCO, MANILA AND ILOILO.

THE above-mentioned vessel having arrived from the above-mentioned Ports, Consignees of cargo are hereby informed that their Cargo will be landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at Consignees' risk.

Consignees of Cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on Aug. 28th, at 10 A.M., and Aug. 29th, at 10 A.M.

All Claims must be presented within a month of the Steamer's arrival here, after which they cannot be recognized.

No Claim will be admitted after the goods have left the Godowns, and all goods remaining undelivered after Aug. 28th, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL STEAMSHIP COMPANY, As operators, U.S. SHIPPING BOARD. Hongkong, August 22nd, 1919. [1113]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "KWAISANG"

having arrived from above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by Aug. 31st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, August 24th, 1919. [1161]

INDO-CHINA STEAM NAVIGATION CO., LTD.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship "FOOKSANG"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the Wharves delivery may be obtained.

Goods not cleared by Sept. 1st, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined. Claims against the steamer must be presented within 10 days of arrival; otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers. Hongkong, August 25th, 1919. [1163]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENAVON"

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and Goods remaining undelivered after Aug. 31st, will be subject to rent.

All Claims against the Steamer must be presented to the Under-signed on or before Sept. 1st, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Aug. 3rd, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents. Hongkong, August 1919. [1184]

FRENCH LESSONS

G. MOUSSIOX.

11, MORTIMER HILL ROAD.

WAI KEE

FLAG AND SAILMAKER.

No. 121, Des Vœux Road Central, Top Floor, HONGKONG.

Telephone No. 1321. [76]

INTIMATION



THORNE'S

OLD VAT

NO. 4.

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The Daily Press.

Hongkong, August 28th, 1919.

RESULTS OF RAILWAY NATIONALISATION IN JAPAN.

IN view of the prominence which Nationalisation is assuming in the politics of Great Britain more than ordinary interest attaches to the recently-issued report of the Imperial Government Railways of Japan for the fiscal year 1918-17, embodying a review of the progress achieved during the ten years which have elapsed since the State acquired the leading private lines of the country. In Japan the first railway was built by the State. The project was for a trunk line linking Tokyo, Kyoto and Kobe, together with branches to Yokohama and Tsuruga, a port on the Japan Sea. The Treasury at that time, however, was not in a position to provide the necessary funds, and private capital declined to venture upon this novel field for investment. Englishmen may recall with satisfaction that one of their fellow-countrymen, HORATIO NELSON LAY, came to the rescue by floating a Japanese loan for a million sterling on the London market. Work was commenced in 1870 upon the arrival of a British engineering corps and material, and the gauge then adopted—3 ft. 6 in.—has become the standard gauge of the Japanese railways. A decade later there were 115 miles of road entirely under Government ownership. The impossibility of raising money for further extensions obliged the Government to depart from the policy which it had laid down, and invite the co-operation of private enterprise. By this means during the next ten years (1881-1891) 1,165 miles of road were constructed—a length more than double the State mileage. The departure, however, was only a temporary expedient due to force of circumstances, and the idea of a unified system of national railways was never lost sight

of. Whenever, therefore, a concession was granted it was always with the reservation of State purchase. Finally, in 1906 the Nationalisation Law was promulgated in order to place the railways on a higher level of efficiency by the elimination of the evils attendant upon diversity of management. Of the total length of 4,300 miles then under traffic, 2,250 miles were divided amongst thirty-eight different companies and the lines were mostly short and disconnected. The result of this was an unwarrantable waste of money, due to duplication of provisions and want of facilities for air distribution. Thus the cost of rendering the service was unreasonably high and the delay in delivery became a serious grievance. In such circumstances the proper development of through traffic was practically out of the question. Although it was intended that the transfer of the lines should be arranged gradually over a term of nine years, in order to preclude the possibility of economic disturbances attending the issue of war bonds to an enormous amount within a short space of time, it was soon found advisable for various reasons to carry through the whole transaction in one year. For the seventeen railways which were purchased the sum of 183,363,225 yen was paid during the two years 1907-8 and 1908-9. The capital of the State railway system has risen since the latter year by 47 per cent., owing to expenditure upon extensions and improvements, and now amounts to 1,108,000,237 yen. The mileage aggregates 9,336 miles, an average annual increase of 436 miles. The rate of expansion is less than it was under the old régime. The reasons for this are manifold, but largely financial. The change of construction policy, with special reference to the relative importance of the intensive and extensive development of facilities, has also been responsible for the comparatively tardy progress of the new extension work. It should be borne in mind that the new extensions undertaken by the State railways under the national régime have been mostly located in remote and largely mountainous regions, involving serious engineering difficulties, and, in view of the cost and the distant prospect of profitability, could hardly have been taken up by any other than the State. These new extensions are, however, of great potential value in the State network. Anyway, the completion of through and circular lines has done much to increase the carrying capacity of the State system, and the provision of railway facilities has given a stimulus to the rise of industry in districts which hitherto had been handicapped by lack of transport service. Many irritating delays which were formerly experienced have been eliminated by the introduction of through transport, and there has been a greater frequency of trains, the increase in the density of the passenger service being equal to 27 per cent. in the ten years under review. Within the same period the passenger traffic has grown by 81 per cent., and the goods traffic by 100 per cent. Yet the capacity of the coaching aspect has shown an increase of only 56 per cent. and that of the wagon stock 85 per cent. These figures conclusively demonstrate the efficient use of the available vehicles of the railways. Nothing, indeed, could have enabled the Railway management to realise such a result but the simplified operation of trains, the unrestricted flow of cars, and the standardization of motive-power and rolling-stock, all of which are primarily an outcome of the consolidation under unified control. The financial results have shown on the whole a tendency towards steady improvement. Notwithstanding a heavy reduction effected in passenger fares in 1907 and in freight rates in 1912, there was a phenomenal gain in earnings owing to a remarkable increase in traffic after the railways were nationalized, the figures for 1912-13, the last normal year, being 113,470,000 yen, or more than double those of ten years previously. The working ratio was stabilised down to an average of 47 per cent. for the four years ended March 31st, 1914, as compared with 46.7 per cent. for the private-owned lines and 43.6 per cent. for the State-lines during the ten years previous to nationalisation. In view of the steady increase in the cost of labour and materials and in the growth of new lines, which are necessarily less productive than the old-established lines built where the demand was greatest and the engineering difficulties were least, this result is re-

garded as proving that working expenses have proportionately diminished under State control. The percentage of profit on the capital during the four-year period ended on March 31st, 1914, averaged 6 per cent. An average interest of 35 million yen per annum has been paid, subsidies amounting to 5 million yen in 6 years has been given to the light railways, and the surplus has been invested in additions, improvements, and constructions to the amount of 173 million yen in eight years to March 31st, 1917—a sum practically equal to half the capital outlay during the period. When all these facts are taken together, the nationalization of the railways in Japan may safely be regarded as a financial success, though, of course, it is obvious that the rapid industrial development of the nation from causes other than improvements in internal transport has been responsible for some of the results.

Two cases (two deaths) of enteritis were reported in the Colony on Tuesday.

An extraordinary meeting of the members of the Hongkong Club is advertised for September 8th.

Major Bowen has been appointed Treasurer of the Society of St. Vincent de Paul in the place of Mr. F. Fisher, resigned.

The kitchens of Nos. 116 and 118, Second Street collapsed, yesterday morning, as the result of the heavy rainfall. Fortunately nobody was injured.

Inspector Watt has arrested a Chinese who is wanted by the Canton authorities on a charge of kidnapping a little girl. Extradition proceedings will be taken.

The Treasurer of the Society of St. Vincent de Paul acknowledges, with thanks, the receipt of \$35 towards the funds of the Society from two anonymous donors.

The Chinese, who stands charged with the wilful murder of a compatriot at Sai Wan Ho by throwing him over a wall, has been committed for trial at the September Criminal Sessions.

During the storm which broke over the Colony early yesterday morning, the residence of Mr. Eldon Potter at the Peak was struck by lightning, and all the electric fittings were damaged.

Mr. C. Lauritsen and Kadar Singh, of the Dragon Motor Garage, were summoned, yesterday, before Mr. N. L. Smith for assaulting a chauffeur in their employment. The hearing was adjourned till Friday.

At the Peak Club, on Saturday evening, "The Globe Trotters" Concert Party will give an entertainment. This will be followed by dancing. In the afternoon a Mixed American Tennis Tournament will be played.

"The Globe Trotters" Concert Party are giving their first entertainment in Hongkong at the Peak Club on Saturday night. They are en route to Australia, but hope to return during the winter months, and appear at the Theatre Royal. They came with an excellent reputation.

Eight Chinese were charged at the Magistrate's, yesterday, with being members of a Triad Society. Evidence was given to the effect that the Police raided No. 55, Belcher's Street and arrested the men, one of whom threw a basket out of the window containing papers referring to an unregistered Society. The place did not look like a dwelling-house, or its inmates like boarders. A woman resided in one of the cubicles. The case was remanded.

We understand that Professor Sklarevski is paying Hongkong a return visit of a few days' duration, and is to give a pianoforte recital at the Peak Club on Wednesday evening. The excellent concert which he gave in conjunction with Mr. Sykora (cello) at the Theatre Royal last January will be remembered by all who attended it, and we are confident that he will have an appreciative audience at the Peak Club, for it seldom that we in Hongkong have the opportunity of listening to a musician of such undoubted ability.

TYPHOON WARNING.

The following telegram has been received by the American Consulate, General, Hongkong, from the Manila Observatory:—

12.40 p.m., August 27th. Typhoon in about 130deg. Long. E. and 14deg. Lat. N., moving W.N.W.

CABLES.

EARLIER CABLES.

[THROUGH REUTER'S AGENCY.]

FRENCH "VICTORY REVIEW"

A PROTEST FROM THE NAVY.

PARIS, August 25th.

A Havas message says:

At the request of the Municipal Council of Toulon, concerning the "Victory Review," the French Navy has sent a Note of disapproval to the Ministry of Marine, on the grounds that it would delay demobilisation and interrupt repairs to battleships, causing unnecessary delay.

AVIATION.

AIR SERVICE BETWEEN ENGLAND AND FRANCE.

PARIS, August 25th.

A Havas message says:

A Provisional Agreement has been reached which will allow of an air service between France and Great Britain, pending the signing of a definite International Convention.

INTERNATIONAL FLYING INAUGURATED.

LONDON, August 25th.

International flying was inaugurated to-day, by the departure of an air special which left London for Paris, with one passenger, at nine o'clock this morning. It returned according to schedule time at 2.45 p.m.

THE PRINCE OF WALES.

AN "EXTRAORDINARILY ENTERTAINING WELCOME."

QUEBEC, August 25th.

The Prince of Wales, speaking in French, formally opened the great bridge over the Saint Lawrence.

He placed wreaths on the monuments of Montcalm, Wolfe and Samuel Champlain.

The Prince is everywhere receiving an extraordinarily enthusiastic welcome.

His frequent use of the French language in replying to addresses has especially created an excellent impression in French Canada.

THE SILVER MARKET.

LONDON, August 25th.

Silver is quoted at 60½d. spot and 60½d. forward. The market is steady.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

KOREANS WANT ABSOLUTE INDEPENDENCE.

PARIS, August 25th.

A Havas message says:

The Korean delegation in Paris expresses complete scepticism regarding the reforms by the Japanese in Korea. Earl Whang has stated that the measures outlined in the Imperial rescript issued in Tokyo will not satisfy the people.

He says: "We are not fighting for equal rights with the Japanese, but for the absolute independence of the Koreans, who have never recognized Japanese rule."

"As long as the Japanese persist in holding Korea as a part of Japan, there will be no peace in the Far East."

YEAR'S DEFICIT ON RAILWAYS.

The cost to the taxpayer of working under Government control the railways of the country was discussed at the meeting of the Standing Committee, Mr. Tuckwell presiding, which is considering the Civil Service Estimates. The vote was one for £20,000,000 for expenditure arising from Government control of railways, and when it was reached Major Newman urged that the country should be told the exact amount which the taxpayer would be called on to pay.

Mr. Bridgman (Parliamentary Secretary to the Board of Trade) said the estimate made in February last was £20,000,000, and this was subsequently raised to £100,000,000. It was almost impossible to forecast accurately, but in the light of the latest information the former figure promised to be nearly correct. The new estimate was based on the return for April and May. According to it the probable receipts for 1919-20 would be £161,000,000, and the probable expenditure £173,000,000, leaving a net deficit on the working of £12,000,000 sterling.

To that must be added the Government guarantee of net receipts to the companies amounting to £45,000,000. Thus £25,000,000 had to be made good from the Exchequer. To this an addition had to be made for Ireland of about £2,000,000, and interest must be allowed on additional capital which had become productive since the war began, and which might be put at about £1,000,000. That made a total of £26,000,000, which came very close to the original estimate made in February.

IMPRESSIONS OF HOME.

[BY A FORMER RESIDENT OF HONGKONG.]

THE DAWN OF PEACE.

THE REJOICINGS IN LONDON.

LONDON, July 28th.

Within the past week or ten days the people of London have had at least four great opportunities of "demonstrating" over the coming of Peace. The Saturday afternoon that Peace was signed at Versailles was the first of these occasions. Nothing in the way of any organised celebration had been attempted, but there was, nevertheless, a great popular demonstration of joy, particularly in the vicinity of Trafalgar Square. For three days previously the Square had been a great centre of attraction in connection with the Victory Loan campaign. The Square itself and the surrounding buildings were gallantly decorated with bunting, and on this last day of the Loan campaign, which happened to synchronise with the signing of the Treaty of Peace, an enormous crowd gathered quite early in the afternoon. Military bands played throughout the day, while in a marquee erected in the centre of the Square, a band of workers received subscriptions to the great Loan. An ascending star on a golden ladder reaching to the top of the Nelson column announced to the crowd the steadily growing millions of pounds sterling subscribed. In the four days of the campaign in the Square no less a sum than £20,000,000 was subscribed.

I have said that there was no organised celebration on that day, but I forgot for the moment a great triumphal march of women war-workers, led by the wife of the Prime Minister. This procession passed through the Square in the course of the afternoon, so that as the time drew near for the signing of the Treaty at Versailles an enormous crowd had collected, and a mighty cheer went up when newsboys made their appearance shortly before four o'clock with placards bearing the words "Peace Signed—Official."

This, as the text of the message clearly stated, meant simply that the German delegates had signed they were the first to sign, and it was not until nearly six o'clock that the news came through that all the signatures had been affixed. Then the guns began to boom and the church bells to peal. The great crowds in the West End continued to celebrate for the rest of the evening. I happened to be in the neighbourhood of Charing Cross at something after eleven o'clock, when the crowds were even more dense than in the afternoon. It was, however, an exceedingly good-humoured crowd, as London crowds usually are. Hawkers did a roaring trade with flags and "ticklers," any kind you like. They did not mean that exactly, for the variety was in British flags only. "There was nothing but the sheer joy of the occasion to keep this great crowd together for so many hours. Yet many thousands were in the streets long after trains, trams and buses had ceased to run, so that there were unwanted streams of pedestrians on the Sabbath morn, wending their way into the distant suburbs.

THE WELCOME TO THE PRIME MINISTER.

The Prime Minister arrived in London from Paris the following evening, and it goes without saying that the public sentiment of appreciation of his great labours would not allow this opportunity of paying some small tribute to be missed. A vast crowd assembled in the vicinity of Victoria Station, and it was a stirring moment when the King and the Prince of Wales drove up to the station to welcome the Prime Minister. This royal compliment had not been expected, and the enthusiasm of the crowd showed how greatly it was appreciated. Accustomed as the Royal family have been to such demonstrations of regard for the throne and person of the King, especially during the war and since the conclusion of the Armistice, His Majesty must have been more than gratified on this occasion, for, after the Prime Minister had been duly welcomed, an immense crowd surged to Buckingham Palace, where they held another Peace celebration. Their Majesties and other members of the Royal Family came on to the balcony of the palace, and when the storm of cheers had subsided the King addressed a few appropriate words to the assembled crowd in acknowledgment of the tribute.

PROCLAIMING THE PEACE.

On the Wednesday following came the formal Proclamation of Peace, a quaint and interesting ceremony suggestive of mediaeval times. With all the old-time ceremony, a Proclamation, signed by the King, declaring a definitive Peace with Germany, was publicly read at five different points in London, viz., St. James's

Palace, Trafalgar Square, Temple Bar, Wood Street, Chappside (the site of the old St. Paul's Cross, where Proclamations were formerly read), and the Royal Exchange. We saw in the procession, wearing all the panoply of ancient State, the High Steward of Westminster, State trumpeters, Blumantle Pursuivant, Rouge Dragon Pursuivant, Richmond Herald—all on horseback—Portcullis Pursuivant, Chester Herald, York Herald, Windsor Herald, and Norrey King of Arms. Naturally these quaint ceremonies attracted large crowds, at the five different points and along the line of the progress of the procession.

Besides the Proclamation of a definitive Treaty of Peace with Germany a further Proclamation was read appointing Sunday, the 28th inst., as a day of general thanksgiving. The wording was as quaint as the ceremony itself. Here are the opening and concluding lines:

"Whereas it has pleased Almighty God to bring to a close the late widespread and sanguinary war in which we were engaged against Germany and her Allies; We, therefore, adoring the Divine Goodness and duly considering that the great and general blessings of Peace do call for solemn and public acknowledgment, have thought fit, by and with the advice of our Privy Council, to issue this Our Royal Proclamation hereby appointing and commanding that a General Thanksgiving be religiously observed by all as they tender the favour of Almighty God and have the sense of His Benefits."

THE PRIME MINISTER'S SPEECH.

The House of Commons twice during the week paid a remarkable tribute to the Prime Minister. As soon as he was seen to enter the House on the day following his return to London, Parliament, as one paper expressed it, "abandoned itself to the generous impulse of the moment, which swept all—old or very nearly all—before it, and gathered up every emotion surging through the breasts of members into a torrent of cheers." The very nearly all refers to the fact that there were two or three members who could not forgo their feud with the Prime Minister, and they remained seated, with the result that the ovation lasted twice as long as it otherwise would have done, for the Conditionists cheered the harder as they took up the silent challenge of those who would not rise, and the welcome was doubled and redoubled again and again. Old Parliamentary hands regard it as an unparalleled tribute by the House of Commons.

Scarcely less enthusiastic was the reception accorded to the Prime Minister on Thursday when he rose to make his eagerly-awaited speech on the Treaty, a speech which is regarded as one of the greatest oratorical triumphs of his career. Of course, the occasion was great. It is true that the Prime Minister had a dramatic opportunity known to no British statesman before, but the stoutest critics of the Treaty he has brought home with him from Paris admit that in his statement to the House he used his opportunity with power and skill. Reuter has doubtless cabled out a very full report of the speech, but its full text is worth reading. It is a skillful and masterly, and yet a concise, reply to all the criticism which has been levelled at the Treaty, whether by those who consider the terms too severe or by those who regard them as not severe enough.

TRIUMPHAL MARCH OF LONDON TROOPS.

Since the Armistice was signed Londoners have witnessed the triumphal progress of troops through the streets on many occasions. On Saturday, London did honour to London's Own. It is not generally known and appreciated that the capital of the Empire contributed no fewer than 750,000 men to the war. It was some 20,000 of these small Territorials who represented that mighty host in last Saturday's triumphal march.

What mighty musters, and what brave arrays Of martial shows, in use to keep our arms, Hast thou—O London—made against all harms!

What would have been the feelings of the poet who was inspired to this effort three centuries ago could he have but watched these 20,000 sons of London march by in triumph with the light of great battles still burning in their eyes—yeomanry, guns and infantry—cheered by the mighty throng which lined the way from Buckingham Palace to the Mansion House and Tower Hill! At the Palace the King took the salute standing beneath the canopy with His Majesty, were the Queen, Queen Alexandra, the Prince of Wales and Princess Mary. The Victoria Memorial, opposite the Palace, was occupied by "wounded men." On either side of Constitution Hill thousands of children from the schools of London were assembled, and some three thousand were accommodated in St.

Paul's Churchyard. I watched the long procession pass from the office of the *Hongkong Daily Press* in Fleet Street. It occupied about an hour. Many of the demobilised men wore civilian clothes, and followed behind those members of their respective battalions who were still serving and consequently wearing khaki. Nothing like this mingling of civilian clothes with military uniform, it was remarked in one of the London papers, had been seen since the barons of old came home from the wars just as they were when they cast down their spears to trail the pike. But this is, perhaps, a little misleading to those who were not spectators of the march on Saturday. Between the modern and the ancient there was this difference—the demobilised men wore their "Sunday best," and whether the men were in khaki or civilian clothes one could not but be impressed by their general smartness as they swung past eight abreast. It was indeed a great welcome that London gave to its fighting sons.

THE PEACE THANKSGIVING.

Sunday, June 28th, was another memorable day—the day of the Peace Thanksgiving. From the days of Queen Elizabeth it has been the practice of our rulers to render at St. Paul's Cathedral thanks to the Giver of Victory for the successes of our arms, and it was to St. Paul's Cathedral that the King and Queen came, with other members of the Royal Family, to render thanks for the restoration of Peace. The service within the Cathedral was great in its quiet simplicity, but even more impressive was the preceding open-air service outside the Cathedral. It was estimated that some 20,000 people had assembled within sight of the steps.

The simple open-air service began upon the arrival of the King and Queen with the singing by the people of the hymn, "All people that on earth do dwell." Well might it be said that no greater evangelistic open-air Divine service has ever been held. In the silence that ensued after the prayers, the voice of the Archbishop was heard bidding the people to offer thanksgiving to Almighty God. Then came the procession into the Cathedral, the King and Queen being followed immediately by Queen Alexandra, on either side of whom walked the Prince of Wales and Prince Albert. Princess Mary and Princess Victoria followed. After the conclusion of the service within the Cathedral, the feelings of the crowd found expression in the singing of the National Anthem (new style) as the King and Queen came out of the Cathedral, and the anthem was followed by tumultuous cheering.

With His Majesty's approval, two verses had been tentatively substituted in the National Anthem to give it an Empire character, so that what was sung outside the Cathedral was the original first verse of the anthem and these two new verses:

One realm of races four,
More and more and more,
God save our land,
Home of the brave and free,
See in the silver sun,
True nurse of civility,
God save our land,
Kindle in love and birth,
From ancient and from earth,
God save our land,
Old strife and hatred cease,
Spread universal peace,
God save our land!

THE FREEMASONS AND PEACE.

There has been one celebration in connection with the suspension of hostilities which I must not omit, because Hongkong and South China were officially represented. I refer to an impressive gathering, at the Albert Hall, of Freemasons from all parts of the British Empire and the United States. There was no attempt at decoration of the hall itself, says an account of the occasion, but the atmosphere of the hall could not have been surpassed in effect had the adventitious aid of the scenic artist been sought. The English brethren present numbered between 8,000 and 9,000. All were wearing a new Peace Jewel. Striking across the arena—north, south, east and west—was a deep double line of cardinal red, marking the position of the Grand Stewards, and forming, as it were, a cross of St. George, on a great Masonic ensign. It was down through this double line of scarlet from the north to the south that the Pro-Grand Master, Lord Amphil (unhappily the Most Worshipful Grand Master, the Duke of Connaught, was absent through illness), his attendants, Grand Officers (amongst whom was Prince Arthur of Connaught), and distinguished guests passed in marshalled procession when the time came for the ample opening of the Special Grand Lodge. Mr. T. F. Hough was the official representative of Hongkong and South China. The Hon. Mr. P. H. Holyoak was also present on this occasion, which will ever be a red-letter day in the history of Freemasonry.

THE OFFICIAL CELEBRATION.

The Government in appointing Saturday, July 19th, as the day for the celebration of Peace shows that it is anxious to get the celebration of Peace over in the shortest possible time, in order that the nation might the sooner settle down to serious work on the problems of reconstruction which confront ourselves no less than other participants in the great war. It had been expected that the Peace would be celebrated somewhere about the August Bank Holiday, and the public were rather looking forward to three days of it! The final decision of the Government involves a curtailment of the programme which had been in contemplation by the organisations in London engaged in formulating it, but the celebration is certain to be worthy of the occasion and long before this can reach Hongkong you will have had a telegraphic account of the main features.

"OUR OLD NOBILITY."

PEERS CREATED AT THE RATE OF ONE A MONTH.

In the House of Lords on July 14th, Lord Balfour moved for a return of all the peerages created during the tenure of office of each Government from the year 1880 down to the present time. His attention, he said, had been attracted to this matter when he sat on the Second Chamber Conference and noticed the enormous increases there had been in the creation of peerages during recent years. In the quarter of a century up to 1903 there were ninety-five peerages created, or an average of less than four a year. In the twelve and a half subsequent years there were 150 peerages created, or an average of fifteen per year. During the tenure of office of the present Government there had been, as far as he could understand, forty-eight new peerages created, or at the rate of twenty-four a year, besides twelve promotions, or sixty new peerages in two years. He knew there were exceptional circumstances, but it was important they should know the facts.

Earl Curzon agreed to grant the return asked for. The question, he said, was one of importance, and from certain inquiries he had made that morning it appeared that some of Lord Balfour's figures were inaccurate. It was quite true that the peerage had been greatly accelerated during the past century, and still further during the past few years.

When Queen Anne succeeded to the Throne there were 188 members of the House of Lords.

When George III. succeeded in 1760 there were 224 peers.

When George IV. succeeded in 1830 there were 372 peers.

When Queen Victoria succeeded in 1837 there were 429 peers.

After her long reign there were, upon the succession of King Edward, 591 peers. When he was succeeded by the present Sovereign there were 623 peers.

At the present moment there are a little over 700 peers.

In all cases he referred to peers who were members of the House of Lords. During the past 100 years there had been 330 additions to the peerage, and over 100 of these additions had been during the last eighteen years.

The figures of the respective Administrations were:

	Additions	Average
Mr. Gladstone, 1868-74	74	6½ p. y.
Mr. Disraeli, 1874-80	93	5
Mr. Gladstone, 1880-85	28	5½
Lord Salisbury, 1885-92	38	6
Mr. Gladstone, Lord		
Rosebery, 1892-5	10	5½
Lord Salisbury, Mr. Balfour, 1895-1905	62	6

The pace was accelerated when Sir H. Campbell-Bannerman became Prime Minister in 1905. He was succeeded in 1906 by Mr. Asquith, who remained in office until May, 1915. They might take this as one period of ten years. Within that time the average rate rose from five or six per year to nine, the number of additions to the peerage being eighty-nine. Mr. Asquith's Coalition Government took office in May, 1915, and remained in power until 1919, when it was succeeded by the present Administration. During a little more than a year and a half Mr. Asquith's Coalition Government made twenty-one additions to the peerage, or at the rate of about 13 per year. The present Administration had lasted from December, 1916, to the present time, and so far as he could ascertain it had added to the peerages to the members of the Royal family—made thirty-six additions to the peerage, or an average of fifteen per year.

If they took the two periods of the Coalition Government there had been fifty-eight additions to the peerage, which was at the rate of fourteen per annum. This increase was largely due to the exceptional circumstances, but these did not arise out of the war alone. A Coalition Government represented two parties, and therefore the distribution of honours was on a larger scale than when the Government represented one party alone. Whether or not the distribution of honours had been excessive, the attractions did not appear to have diminished. He was told that the difficulty was not in admitting candidates to the privilege of the peerage, but in excluding them. He did not say the figures were consoling, but they had to remember the great increase which had taken place in population. If they deducted the bishops and Irish and Scottish peers, and had regard to the population of England and Wales, these were:

In 1815 one peer to each 43,000 of the population.

In 1854 one to each 41,000.

In 1918 one to each 20,000.

Thus the proportion of peers to population was not increasing.

Viscount Midleton moved to add to the motion that the return should state "the attendance at the sittings of the House of peers created since January 1st, 1906." He pointed out that the profusion of new peerages had not adequately strengthened the House, as a large number of these appointed never attended the deliberations of the House.

Earl Curzon could not accept an irrelevant amendment brought forward at the last moment. If Lord Midleton desired at any time to censure the House, or individuals, with regard to attendance, members of the House could meet him.

(Continued at foot of next column.)

SEARCH FOR OIL IN NORFOLK.

"RICHEST SHALES IN THE BRITISH ISLES."

WORK ON 100 SQUARE MILES.

A correspondent of the *Times* gives the following account of the prospects of the shale oil industry in Norfolk.

From time to time statements of varying importance have been made respecting the possible prospects of Southwest Norfolk as an oilfield, yet knowledge of its actual potentialities can hardly be said to be public. For the past two days I have traversed the territory which had already been defined as containing the oil-bearing shales, and it would certainly appear that the hundred or so square miles of land contained within the rough rectangle of King's Lynn, Great Massingham, Downham Market, and Cockerly (try hold possibilities of the highest national importance).

For several years past Dr. W. Forbes-Leslie, the geologist, has been persistent in declaring that the richest shales in the British Isles, if not in the world, would be found to be underlying the soil of this district, but it needed, the war to convince the authorities that, after all, they had little knowledge and, until our emergency, even less concern, as to the productive geology of our land. And now, as Major-General Sir George Scott-Moncrieff, who has been Director of Works and Fortifications during the war, assures me, it has been established that if we had only had foreknowledge of what was beneath the soil of Norfolk we should have found the war problem of the provision of fuel oil and petrol to be not very serious.

TO MAKE ENGLAND INDEPENDENT.

Sir George, prefacing the display of work done and the knowledge gained, was emphatic in denouncing the habit of Englishmen to be little the actual work of their country and its value to the Empire. "When," said he, "it is realized that there is, and has been always, enough rich oil shale in Norfolk alone to make this country practically independent of foreign sources of supply in emergencies, it becomes hard to understand why this should not have been brought to public notice earlier."

Happily these strictures belong to the past. At the present moment the first mine shaft ever sunk in Norfolk—the Government has no mining office in the King's county and the majority of the "No. 1 Mine, Norfolk," have to be sent to the Home Office—is well down, the driving of the roads advanced, the key detail of the distillation plant complete, and, in short, everything is in readiness for the genesis of an industry which, richer by far than the Midlothian shales industry (employing over 25,000 men), holds prospects of higher importance even than the provision of opportunities for labour.

The country is flat, as farmland is flat, and the shales have been traced to the limits mentioned and everywhere similar conditions obtain. In the shaft and in all the very numerous boreholes put down in the last four years the same seams are struck. In a total depth of sinking of about 2,000 ft. practically half the ground goes through has been rich shale, one seam alone being over 10 ft. in thickness, and occurrences varying scarcely at all, while the crude oil returns range between 40 to 70 gallons per ton of shale treated.

UNUSUALLY RICH SHALE.

The shale, animal in character and with local characteristics, warranting the most extensive investigation, differs from any shale hitherto known, the oil contents being of an extremely volatile nature, necessitating promptitude of handling and of treatment, and of an unusual diversity and richness, while the pharmaceutical value of certain of the products is unique.

The programme of development, as outlined by Sir G. Scott-Moncrieff, who is acting as joint managing director with Dr. Forbes-Leslie, is the definition of the area into fields of approximately 2,000 acres each, of which the No. 1 mine at West Wench is the outlet of the first, each of these fields being equipped for the production and distillation on the spot of 1,000 tons per day of the shale, the crude oil produced being taken to a central refining plant, designed for the Setchey centre.

Experienced men from Scotland are now on the ground co-operating with mine managers from the Midland coast areas in carrying out these operations, the immediate result of which will be watched with great interest.

The Marquis of Crewe considered that if a return, such as Lord Midleton desired, was granted, at all it should cover a longer period.

The Marquis of Salisbury considered it was of the highest importance that those who aspired to be peers should know that peers were created to be members of Parliament. It was notorious that the vast majority of the peers never came into the House of Lords. It was astonishing how few of the newly-created peers recognised their obligations, as legislators. He agreed, however, that the period for which the return should be granted required consideration.

Lord Sempill pointed out that many peers had, during the war, been absent serving their country.

Viscount Chaplain was of opinion that if such a return were granted it should not be for one House alone. He had noticed that bills were often voted on in the other House by less than 200 members out of the 700 members of that House.

Viscount Midleton withdrew his amendment.

AN IMPORTANT ANNOUNCEMENT.

ON MONDAY NIGHT AT THE VICTORIA THEATRE
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be sorry for yourself*

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delicate. I am welcomed and esteemed in all
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not for myself, remember. I am only a bottle,
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BOMB OUTRAGES IN AMERICA. ANARCHIST HANDBILLS FOUND.

Writing on June 2nd, the Times New York correspondent says:—In the early hours of this morning America was startled by 10 bomb explosions in nine different cities. The intended victims in each case were some prominent citizens identified with the campaign to suppress the forces of anarchy.

The bombs failed to reach any of the persons aimed at. But in Washington the lower portion of the residence of Mr. A. Mitchell Palmer, the Attorney-General, was wrecked. A similar fate was visited upon the New York residence of Mr. Charles C. Nott, Judge of the Court of General Sessions. At Philadelphia there were two explosions, one of which demolished the pillars at the entrance of the rectory of the Roman Catholic Church of Our Lady of Victory, with the other reduced to fragments the lower floor of a private residence belonging to a jeweller. Cleveland was the scene of an attempt to destroy the house of the Mayor, Mr. Harry L. Davis.

At Boston an attempt was made upon the life of Mr. Claude A. Swanson, United States Senator from Virginia, and Mr. Justice Albert H. Hayden, of the Roxbury Municipal Court. Two explosions occurred at Pittsburgh in front of the residence of Mr. William H. Thompson, United States District Judge, and Mr. W. W. Sibray, Chief Inspector of the Bureau of Immigration. Other outrages were committed at Newtonville, Mass., aimed at Mr. Leonard W. Powers, of the State Legislature, and at Easton, N.J., where the residence of Mr. Max Gold, a rich silk manufacturer, was dynamited.

Near the scene of the explosions in New York and Washington were scattered copies of a pink circular, bearing the title "Plain Words," and signed "The Anarchist Fighters." It contained the following passages:—

"The powers that be make no secret of their will to stop here in America the world-wide spread of revolution. The powers that be must reckon they will have to accept the fight they have provoked."

"The time has come when the solution of social questions can be delayed no longer. The class war is on and cannot cease but with complete victory for the international proletariat."

"We have talked of liberty. We have aspired to a better world, and you gaoled us; you clubbed us, you deported us, you murdered us whenever you could."

"We accept your challenge and mean to stick to our duties. We mean to speak through the voice of dynamite, through the mouth of guns. We are many, though perhaps more than you dream of."

"All are determined to fight to the last till not a man remains buried in your battles, till not a hostage of the working class is left to the torture of your police system, and we will never rest till your fall is complete and the laboring masses have taken possession of all that rightly belongs to them. What has been done by us so far is only warning that there are friends of popular liberties still living."

"You will never get all of us, for we multiply nowadays. Just wait and resign to your fate since privilege and riches have turned your head. Long live the Social Revolution! Down with tyranny!"

The police this morning established beyond question that the fragments of a body collected near Mr. Palmer's residence were those of one of the anarchists who attempted the life of the Attorney-General. The man's backbone was discovered a hundred yards from the scene of the explosion, several of his fingers were hanging to a tree, and parts of the skull were in the road. The trouser pockets contained blood-stained copies of the anarchist circular. Prints of the fingers are being taken.

The outrage has given great impetus to the movement in Congress in favour of restricting immigration. It is recognized everywhere that the anarchists are mainly recruited from the foreign element. They were formerly an infinitesimal part of the population, but the feeling to-day is that if they can be prevented from recruiting their forces by means of fresh immigration the work of the authorities in cleaning up their nests will be greatly accelerated.

LUDENDORFF EXPOSED. GERMANY'S LACK OF BIG GUNS IN 1918.

The assertion of the Pan-German Party that the Left Parties' political agitation was to blame for the military collapse is emphatically contradicted in an open letter which the Inspector of Shells, Herr Fuchs, published on July 26th last.

In support of the accusation that General Ludendorff deliberately gave a false turn to public opinion and is still deceiving the nation, the writer asserts that the stoppage of the manufacture of heavy guns was ordered in the autumn of 1917, because General Ludendorff, in his offensive planned for March, 1918, intended to get guns from the enemy, but things turned out otherwise, and in the Flanders battle the German army lost, in a single day, its entire equipment of 8,000 heavy calibre guns.

DISMANTLED.

These could not be replaced because the machinery in the gun factories had been dismantled at General Ludendorff's orders. Enormous quantities of shells in consequence could not be used. For nine months before the collapse the German army was standing under fire without heavy artillery.

"You knew," Herr Ludendorff, how matters stood," writes Herr Fuchs, "and yet you did not negotiate with the enemy, but continued to gamble uselessly, driving men forward against the war machine of the whole world."

"The big German counter-offensive," he continues, "came to nothing, because 50,000 shells failed to explode. General Ludendorff, however, telegraphed the news of three tremendous victories throughout the country, and at the same time sent an officer to the munitions works to inquire who was responsible for the defeat."

"And this is the man," the latter continues, "who would now make us responsible when the edifice of his atrocious lies collapses!"

IT IS TOO IMPORTANT
TO BE FORGOTTEN.

TO-NIGHT THE
VICTORIA THEATRE
MANAGEMENT ARE
SCREENING PEARL
WHITE IN THE
"LIGHTNING
RAIDER."

IT IS A SUPERLATIVE
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AND THE BEST THAT
PEARL WHITE,
THE QUEEN OF THE
SCREEN, HAS EVER
TAKEN PART IN.

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WILL SEE ONE OF
THE MOST REALISTIC
TYPHOON SCENES
THAT HAS EVER
BEEN PHOTOGRAPHED
IN EVERY RE-
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PICTURE WITHOUT
PEER, AND IF YOU
TAKE OUR TIP YOU
WILL NOT MISS IT.

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THE COAL INCREASE POSTPONED OFFER TO THE MINERS. A LARGER OUTPUT.

In response to powerful appeals addressed to him by Mr. Bruce, Mr. Adamson, and other prominent leaders of the Labour party on July 14th, Mr. Bonar Law said that if the miners would give him a valid undertaking that for three months they would "put their backs into it to increase the output," and that there would be no strike or stoppage in that period, he would be inclined to defer the putting on of the increase in the price of coal. The decision was, therefore, postponed.

This announcement came at the end of a long debate, which threw much light on the general condition of the mining industry and the frame of mind of the miners, who at this moment are the most powerful and active body in the British industrial world. Comparatively little was said about Nationalisation, but the miners' strong demand for it sensibly influenced the course of the discussion, and it remained in the background, as it has been in the mind of the House of Commons.

The debate was conducted in admirable temper. This was assured by the tone of Sir Auckland Geddes, the first speaker, who carried out his exhaustive analysis of the coal position and justified his policy of the six-shilling increase without the slightest recriminations. He was followed by Mr. Bruce, the South Wales mining leader, who came prepared with an offer on behalf of Labour. The offer was that Labour was ready to co-operate with the Government in finding ways and means for increasing production. Mr. Bruce urged the Government to do as they had done in 1915 and 1916, and take counsel with those engaged in the industry. He appealed to them to trust the miners, who were as good patriots as any class in the community, and not to persist with this great and ruinous increase in the price of coal. He also said that it would greatly help matters if the Government would bring in legislation to give effect to Nationalisation, as recommended in the Sankey Report, but this he did not press with the same urgency as the appeal for co-operation and consultation. In the face of the extreme gravity of the position revealed by Sir Auckland Geddes, and the universal alarm throughout the country, this was a very politic attitude for the spokesman of the miners to take up. Later in the evening Mr. Adamson renewed the appeal.

RIVAL ESTIMATES. Sir Auckland Geddes opened the debate with a very grave speech. It was even lugubrious in parts, but the President of the Board of Trade was there to paint a dark picture, and he did not spare his audience. Lord Robert Cecil, contrasting his mood with the lively air with which his brother proposes to spend new millions on transport, said that the pair reminded him of "Jean qui rit" and "Jean qui pleure"—or "Geddes the gay" and "Geddes the sad." But, after all, on his figures no other mood was appropriate. The facts, indeed, were challenged by Mr. Hartshorn and other Labour leaders. The former said that Sir Auckland's estimate of the coal output for the twelvemonth following July 18th, was "too silly to laugh at." Instead of it being 217 millions, or 183 tons per man per year, Mr. Hartshorn assured the House that it would be no less than 237 tons per man. Such was his deduction from the figures of the last twenty years, and his argument was that if there was a reduction of 9 per cent. per man when the hours were reduced from nine to eight, the reduction should be no more when the hours are reduced from eight to seven.

But not even Mr. Hartshorn could deny that the Government estimate was based on the actual returns of the first twenty weeks of this year, and he could give no better reason for this low output than that the Government had failed to organise the industry properly, and had not kept it adequately supplied with props and rails and tubs. Output had failed, he suggested, because the men had not been able to work. Sir Auckland Geddes had, indeed, given full weight to this side of the question when laying stress on the numerous causes, outside the mining industry proper, which contributed to the falling off of output, but, as he said, this did not by any means wholly account for so serious a diminution, and he pressed the point that large numbers of men were deliberately not working to their full capacity, either because they did not wish to exert themselves unduly, or because of discontent, or for some other reason. The work of the country was not being done.

COAL CONTROLLER'S DISAPPOINTMENT. Mr. Hartshorn admitted with perfect frankness that the current output was nothing like adequate, and indeed, spelt ruin to British industry. So did Mr. Bruce, who declared that if other industries were to have a chance of living there must be increased production. But how was the miner to be induced to increase his output? They said that no threats were needed. "Without any threat our men will produce," said Mr. Hartshorn. Mr. Bruce observed that they would not be driven. They were too well educated, he said, to stand that. But he hinted very strongly that they required some inducement, and that the inducement on which they had set their hearts was nationalisation. At this there were some cries of "Not in this House of Commons," to which Mr. Bruce retorted with the utmost naiveté, "This is still a free country," whereat there was a

loud burst of laughter. The truth seemed to be that while Mr. Bruce enlarged with gusto on the value of persuasion and consultation, what the miners look for is a firm promise of nationalisation. Mr. Bruce manoeuvred with much agility to avoid saying this too bluntly, but that was what it all amounted to.

Sir Evan Jones, the Coal Controller, described how his department had studied the return week after week, watching and hoping for an improvement in the figures of output, in return for the acceptance by the Government of the Sankey Report. But no ray of light had appeared, and there had been a reduction in the rate of 25,000,000 tons a year on the anticipated output at the end of the last six months. Absenteeism had rather surprised, but not so much as the fact that some 200,000 tons of coal were actually sent out on an export basis. Sir Auckland, who now could be no otherwise on his experience, and, as he very effectively pointed out, it was a little late to charge the figures of the white paper now, when they had been before the miners' representatives and the country for several weeks.

STARTLING INCREASES OF COST. But to return to Sir Auckland's speech. He set out to give a fair review of the whole situation, and he succeeded so well that poor Mr. Bruce had to confess that it was almost impossible to put on him what he thought he could put on him. That is to say, he had come prepared to attack, and found himself almost disarmed. The Minister admitted that the situation was one which could not be put right at once, but would require a serious national effort. But, though it could not be cured by increased production on the part of the miner alone, and all other industries would have to do their duty also, coal, after all, is the key industry, and there lies on the miners a tremendous responsibility. We have to get back, he said, to the spirit of the war. The men are to blame who are not producing. Salvation can only be found in working, not in the proposals of any report.

The House was given some startling figures as to the increased cost of coal, the more important of which may be set out as follows:

Cost per Ton of Coal Raised,	
108. 12d. in 1913.	
25s. 0d. after July, 1919.	
Cost per Ton Available for Sale.	
118. 0d. in 1913.	
22s. 3d. after July, 1919.	

The rise in the cost of labour per ton has been enormous.

1913.	1919.
6s. 4d.	18s. 3d.
6s. 10d.	11s. 10d.

At the present time coal which is sold in London at 49s. 6d. fetches 20s. 3d. at the pit mouth, the intermediate charges and profits between the pit and the consumer amounting to 20s. 3d. per ton.

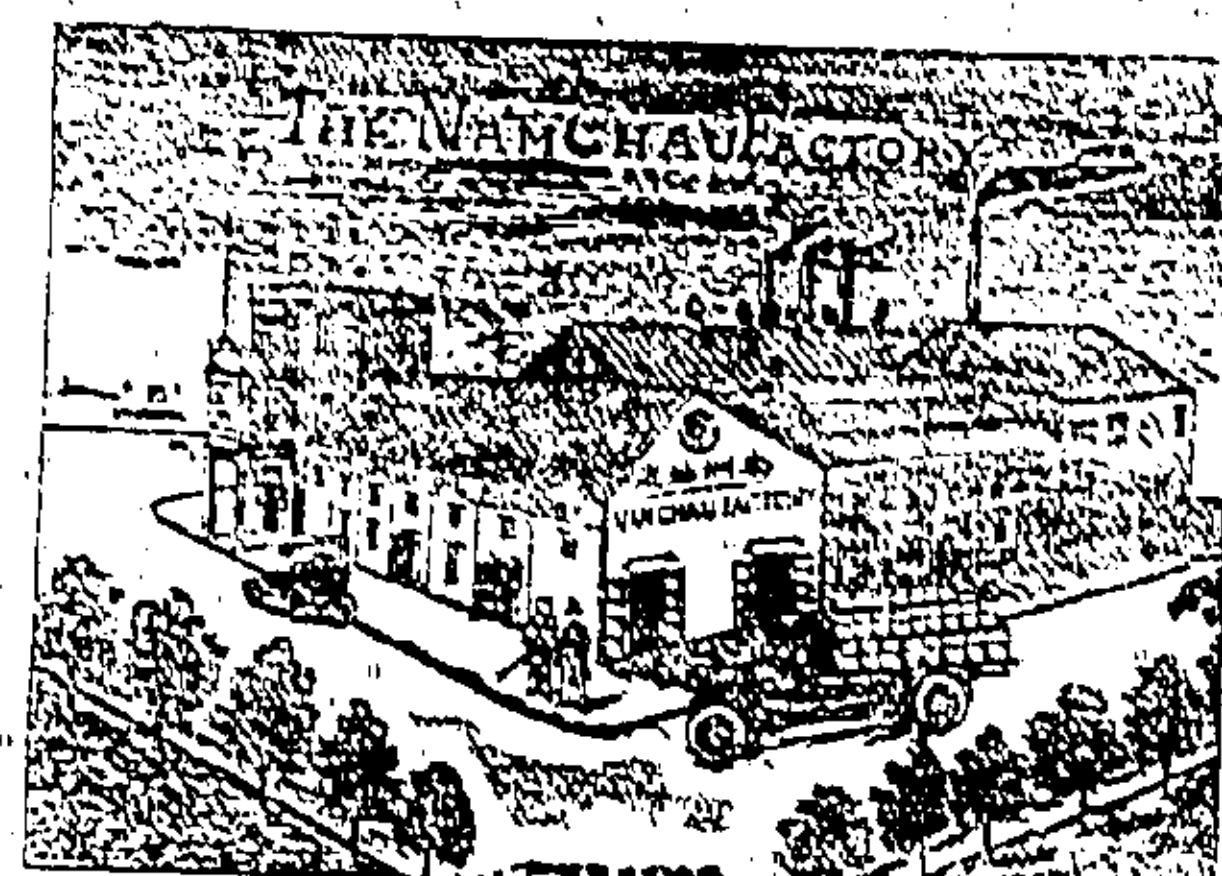
The House was manifestly very much surprised to learn that the domestic consumer is being subsidised to the extent of some 18. 4d. a ton, derived from the profits made on the coal sold for export. But these profits are rapidly diminishing for reasons explained by Sir Auckland Geddes, and because the volume of coal export itself is dwindling, and if they disappear altogether another sixteen or eighteen pence will have to be added to the price of coal. Sir Evan Jones said that he had pressed Sir Auckland to add it now, so that the country might better realise the situation, but he had been overruled. These passages clearly showed that there is another unpleasant surprise in store for the consumer unless the situation speedily improves. Figures were given as to the results which this increase of 6s. per ton will have on the prices of other commodities. It means 15s. to 20s. on pig-iron, 25s. to 30s. on steel, 12s. on spelter, 10s. on pipes, 6d. to 1d. on gas. Steel rails will cost 217 10s. per ton. The United States price is 210. Pig-iron will cost 45s. The United States price is 40s. We live by our exports and by nothing else," said Sir Auckland, and these few figures were enough to show how terribly our export trade was being handicapped. The House listened in silence, and the figures made a deep impression. Moreover, the Minister demonstrated beyond cavil that his figure of 6s. was justified, always supposing that he was right in taking the actual output of the first six months of this year as the basis of his calculations.

Lord Robert Cecil made a very interesting contribution to the debate, in which, while declaring strongly against the delusion of Nationalisation, he urged that Labour must be admitted to a share in the management of industry and to a better participation in its profits. He argued that high prices were at the root of the prevailing discontent, and believed that these were largely due to the enormous extension of the currency, which, in his view, ought to be restricted as far as was possible. —Daily Telegraph.

EMPLOYERS ASK THAT WAGES SHALL FALL WITH FOOD PRICES. Shall wages be reduced now that the cost of living is stated to be settling? This was one of the questions the Court of Arbitration was called upon to decide recently. Three applications were before the court, one by the Candle Trade Employers' Federation for a reduction of wages, and two by trade unions who asked for increased pay.

In support of their claim on behalf of the workers the union officials contended that while it is an accepted principle that rates of wages shall be regulated by food prices, the high cost of commodities has undergone no material change, and in some instances is even more pronounced now than during the war.

The decision of the court will be given in due course.



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SHIPPING NEWS

ARRIVALS.

August 28th.
Holmby, Portuguese str., 415 tons, Capt. Noqueira, from Kwong Chow Wan, with a general cargo. Shun Lee.
Parthos, French str., 20,000 tons, Capt. Lauriol, from Marseilles, with a general cargo. M. M. & Co.
Songhai, French str., 234 tons, Capt. Berlin, from Haiphong and Port Bayard, with a general cargo. Lapique.

August 27th.
Irma, Norwegian str., 333 tons, Captain Jabussen, from Bangkok and Haibow, with a general cargo. Thorsen Co.
Kern, Norwegian str., 824 tons, Captain Anderson, from Canton. Thorsen & Co.
Loughborough, British str., 1,220 tons, Capt. G. Hooker, from Bangkok, with a cargo of rice. B. & S.

PASSENGERS.

ARRIVALS.
 Per s.s. *Parthos*, on August 27th:—
 Mr. W. Louis, Mr. Peterson, Mr. Butcher, Mr. Rocheyan, Mr. Bayton, Mr. and Mrs. Elyard, Miss Denise Peterson, Mr. and Mrs. Russell.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. *Shiraga Maru* (Bombay line) left Singapore for this port on August 26th, and is expected here on September 2nd.
 Telegraphic advice has been received for *Hongkong* on August 25th, and may be expected to arrive in Hongkong on September 3rd, in accordance with schedule.

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THE Homeward Mail Steamer "DUNERA"

carrying His Majesty's Mail will be despatched from this port about September 7th, 1919, taking cargo for the above Ports. Passenger accommodation in the connecting vessel, if available, secured before departure from Hongkong.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carriage Steamer for Marseilles and London.

Parcels will be received at the Office until 3 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. Apply to—
 MACKINNON, MACKENZIE & Co., Agents, P. & O. S. N. Co.

Post Box 113,
 2, Des Vaux Road Central.

THE AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

SAILINGS (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leaves Hongkong for Australia.
"TAIYUAN"	...	August 29th, 3 p.m.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

For freight or passage apply to

BUTTERFIELD & SWIRE, Agents.

KONINKLYKE PAKETVAART MAATSCHAPPY.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA)

THE STEAMSHIP

"VAN WAERWYCK"

will be despatched on August 29th, to,

SINGAPORE, PENANG AND BELAWAN DELI.

This vessels offers excellent cabin-accommodation for saloon passengers.

Wireless Telegraphy.

For Freight and passage apply to—

JAVA-CHINA-JAPAN-LYN,

Telephone No. 1574.

Agents.

WEATHER REPORT.

August 28th, 12.17.—Orders given to lower local signal No. 1.

August 28th, 11.40.—Pressure has increased considerably along the south-east coast of China and slightly along the south coast and over the Philippines. It has decreased slightly over N. Aram.

The typhoon is now shown as a depression over S. China.

The typhoon in the Pacific is probably in about latitude 16 deg. N. and longitude 138 deg. E. this morning.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 1.49 inch. Total since January 1st, 63.14 inches, against an average of 64.42 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District:—

Hongkong to Gap Rock:—

Formosa Channel:—

South Coast of China between the same as Hongkong and Lamook:—

South Coast of China between the same as Hongkong and Hainan:—

Forecast:—

Strong S.W. to S. winds, moderating; overcast, rain.

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P. & O. - BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND).

TO STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, AUSTRALASIA, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, RED SEA, EGYPT, EUROPE, ETC.

SAILINGS FOR MARSEILLES AND LONDON VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hongkong about	Due Marseilles about	Due London about
"NAGOVA"	10th Sept.	15th Oct.	24th Oct.
"KHIVA"	23rd Oct.	28th Nov.	4th Dec.

FOR BOMBAY VIA STRAITS & COLOMBO.

"DUNERA" 7th Sept. Due Bombay about 29th Sept.

FOR CALCUTTA VIA STRAITS & RANGOON.

"ARRATOON APCAR" 2nd Sept. Due Calcutta 25th Sept.

FOR "SHANGHAI, MOJI, KOBE, etc."

WIRELESS ON ALL STEAMERS.

For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & CO., Agents, 22, Des Vaux Road Central HONGKONG.

THE EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LTD.

REGULAR SAILINGS OF MAIL STEAMERS FROM HONGKONG TO AUSTRALIAN PORTS.

Steamer	For	Date of Arrival	Date and Time of Departure
"EASTERN"	Melbourne, via Queensland Ports	29th Aug.	3rd Sept., 11 A.M.

The above steamers have excellent accommodation for First and Second Saloon Passengers, having been built expressly for Tropical Voyages, and are complete with every modern convenience for Ocean Travelling.

A duly qualified Surgeon and Stewards are carried on each vessel.

For Passage Rates and further particulars, apply to GIBB, LIVINGSTON & CO., AGENTS, 972

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
STRAITS & CALCUTTA	"BOERSANG" Fri., 29th Aug., 3 p.m.	TO SINGAPORE
"MANILA"	"YUEKANG" Fri., 29th Aug., 2 p.m.	TO SINGAPORE
KOBE	"HOPKANG" Sat., 30th Aug., 11 a.m.	TO SINGAPORE
SHANGHAI via SWATOW	"CHOISANG" Sun., 31st Aug., 11 a.m.	TO SINGAPORE
SHANGHAI	"HANGSANG" Tues., 2nd Sept., 11 a.m.	TO SINGAPORE
STRAITS & CALCUTTA	"KUMSANG" Tues., 2nd Sept., 11 a.m.	TO SINGAPORE
MANILA	"LOONGSANG" Fri., 5th Sept., 2 p.m.	TO SINGAPORE
TIENSIN	"CHIPSANG" Sat., 6th Sept., 11 a.m.	TO SINGAPORE

CALCUTTA LINE.—This Line has now been re-organized and affords regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Northern and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Yangtze Ports.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when inducement offers.

JOENBO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kuala, Jesselton, Labuan, Tawau and Lahad Dahan.

TIENSIN LINE.—A regular service is run from March to October between Hongkong and Tientsin, calling at Weihaiwei and Chefoo.

UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS. All European Passengers leaving the Colony for Straits Settlements are required to produce on arrival at destination passports with their Photographs and description mixed thereto.

For Freight or passage apply to JARDINE, MATHESON & CO., LTD., Telephone No. 215

General Managers.

Joint Service of Steamers.

GLEN AND SHIRE

Joint Service of Steamers.

U.K. STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS.

Vessel	Leave Hongkong	Due Hongkong
"CARDIGANSHIRE"	15th Sept.	15th Sept.
"CAENARVONSHIRE"	25th Sept.	25th Sept.
"GLENADE"	4th Oct.	4th Oct.

HOMEWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENIEFER"	21st September	LONDON

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd., (The Glen Line, Ltd.)

AGENTS: The Royal Mail Steam Packet Co. (Owners of "Shire" Line)

Tel. No. 215, sub. ex. 23.

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LLOYD TRIESTINO

S.S. "GABLONZ"

Will be despatched on or about September 15th, for SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID and TRIESTE (Possibly calling at Bombay).

First class passenger accommodation; commodious single and double berth cabins, also Cabins with 3 berths at reduced rates.

For further particulars apply—

DODWELL & CO., LIMITED, Agents.

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CP & OS

SAILINGS HONGKONG TO VANCOUVER

(via Shanghai, Nagasaki (Moji) Kobe & Yokohama)

STEAMERS

HONGKONG VANCOUVER

Empress of Russia Sept. 4 Sept. 22

Empress of Asia Oct. 2 Oct. 20

Monteagle Oct. 23 Nov. 17

Empress of Japan Oct. 15 Nov. 5

Empress of Russia Oct. 30 Nov. 17

Empress of Asia Nov. 27 Dec. 15

Empress of Japan Dec. 10 Dec. 31

Empress of Russia Dec. 25 Jan. 12

Monteagle Jan. 1 Jan. 25

Owing to Japanese Quarantine Regulations, "Empress of Russia," 4th Sept. will not call at Shanghai.

Passage Fares Hongkong to United Kingdom.

Empress of Russia 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Asia 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Japan 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Russia 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Asia 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Japan 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Russia 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

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Empress of Russia 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

Empress of Asia 15,850 Tons Reg. Gold 6,000 Tons Reg. Gold

INDIAN AFRICAN LINE

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
Managing Agents.

"ELLERMAN" LINE.

(RULPHMAN & BUCKHALL STEAMSHIP CO., LTD.)

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to the undersigned.

THE BANK LINE, LIMITED.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To Sail
WHAHWEI, CHEFOO & TIENTSIN	"HUICHOW"	On 28th Aug. (D'light)
SHANGHAI	"FOOCHOW"	On 28th Aug. 3 P.M.
CHEFOO & NEWCHANG	"KASHING"	On 29th Aug. D'light
SHANGHAI and TIENTSIN	"KWANGSE"	On 29th Aug. D'light
HONGKONG, PAKHOI and HOIPEONG	"KAIFONG"	On 30th Aug. 10 A.M.
SHANGHAI	"SUINAG"	On 1st Sept. D'light
SWATOW and BANGKOK	"LIANGCHOW"	On 2nd Sept. 11 A.M.

SHANGHAI LINE—PASSENGERS, MAILS and CARGO. Excellent Saloon accommodation. Amplest Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

TELEPHONE 38

BUTTERFIELD & SWIRE,
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passenger Electric Light and Fans in staterooms and Saloons and Excellent cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.

(Occupying 9 to 10 Days)

"QUINNEBAUG"	Capt. J. Medina	THURSDAY,	28th Aug. at 1 P.M.
"HAITAN"	Capt. A. H. Stewart	SUNDAY,	31st Aug. at Noon
"HAIHONG"	Capt. J. W. Evans	FRIDAY,	5th Sept. at 1 P.M.

* Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & CO.,

General Manager.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE.

OPERATING THE NEW FIRST-CLASS STEAMERS

"BOUABOR," "VENEZUELA" and "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KORE, YOKOHAMA AND HONOLULU.

THE MOST COMFORTABLE ROUTE TO AMERICA AND EUROPE

Sailings from HONGKONG at Noon.

S.S. "VENEZUELA"	Sept. 10th, 1919.
S.S. "BOUABOR"	Oct. 6th, 1919.
S.S. "COLOMBIA"	Nov. 5th, 1919.

These Steamers have the most modern equipment, including Overhead Electric Fans and Electric Lighting. ALL LOWER BERTHS, and large comfortable state-rooms (all single and two berths only).

The Safety and Comfort of Passengers is our first consideration. Special care is given to the Cabin, and the standard of on passenger cannot be surpassed.

Tickets are interchangeable with the T.Y. K. Line and the CANADIAN PACIFIC OCEAN SERVICES, LTD.

For further information rates, fares, schedules, etc., apply to

COMPANY'S OFFICE in Alexander Building, Canton Road.

P. & O. - BRITISH INDIA
& APCAR LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED SEA, EGYPT, EUROPE, &c.

SAILINGS FOR
MARSEILLES AND LONDON.

Steamer	Leave H.K. about	Due at Marseilles about	Due at London about
NAGOYA	10th September	15th Oct.	24th Oct.
KHIVA	23rd October	28th Nov.	4th Dec.

FOR
BOMBAY VIA "STRAITS & COLOMBO."

Steamer	Leave H.K. about	Due Bombay about
DUNERA	7th Sept.	25th Sept.

FOR
CALCUTTA VIA STRAITS & RANGOON.

Steamer	Leave H.K. about	Due Calcutta about
ARRATOON APCAR	2nd Sept.	25th Sept.

SHANGHAI, MOJI, KOBE AND YOKOHAMA.

S.S.	Leave H.K. about
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Tickets interchangeable. P. & O. Australian tickets interchangeable with New Zealand Shipping Company (via Panama) or by Orient Line or by British India Company. 1st Saloon Passengers may travel by E.L.S.N. Company's steamers between Singapore and Calcutta or Singapore and Malacca in lieu of the section of their P. & O. Tickets Singapore to Colombo.

WIRELESS TELEGRAPHY, FITTED ON ALL STEAMERS. All Cabins are fitted with Electric Fans free of charge. Steamers and Sailing dates are liable to be cancelled or altered without notice.

NOTICE TO CONSIGNEES. Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., Agents.

22, Des Voeux Road Central, HONGKONG.

N. Y. K.
NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU (omitting Manila)	Friday, 19th Sept. at 11 a.m.
KATORI MARU (omitting Keelung)	Tuesday, 14th Oct. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said and Marseilles.

KAMO MARU	Friday, 5th Sept. at Noon.
IYO MARU	Friday, 12th Sept. at Noon.

MELBORNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU	Wednesday, 24th Sept. at 11 a.m.
NIKKO MARU	Wednesday, 2nd Oct. at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Muroran, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.

KOSOKU MARU	Wednesday, 3rd Sept.
HWAH-WU	Middle of September.

CALCUTTA & RANGOON via Singapore & Penang.

YETOROFU MARU	Monday, 15th Sept.
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JAPAN PORTS—Nagasaki, Kobe & Yokohama.

NIKKO MARU	Sunday, 21st Sept. at 11 a.m.
AKI MARU	Saturday, 18th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

SHINRYU MARU	Tuesday, 2nd September.
SHIZUOKA MARU	Wednesday, 3rd Sept. at 11 a.m.
KAGA MARU	Thursday, 18th Sept. at 11 a.m.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

WAKASA MARU (London, Antwerp & Rotterdam)	End of September.
TSUYAMA MARU (Marseilles & Liverpool)	Thursday, 2nd Oct.

For further information apply to—NIPPON YUSEN KAISHA.

Telephone Nos. 522 & 523

TOYO KISEN KAISHA.
SAN FRANCISCO LINE.

VIA SHANGHAI, INLAND SEA, JAPAN AND HONOLULU;

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to Change Without Notice

Steamers	Tons	Leave Hongkong
* PERSIA MARU	9,000	Aug. 28th at 10.30 AM.
* KOREA MARU	20,000	Sept. 10th.
* NIPPON MARU	11,000	Sept. 25th.
* TENYO MARU	22,000	Oct. 2nd.
* SIBERIA MARU	20,000	Oct. 10th. (from Yokohama)
* SHINYO MARU	22,000	Oct. 25th.

* omitting call at Shanghai

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO, VIA JAPAN, HONOLULU, SAN FRANCISCO, PANAMA, BALBOA, SALINO CRUZ, BALBOA, CALLAO, ARIQUA, and LIMA.

THENCE BY TRANS-ANDREAS ROUTE TO BUENOS AIRES.

Steamers	Tons	Leave Hongkong
* ANTO MARU	18,500	Sept. 10th.
* SHINYO MARU	14,000	Nov. 4th.
* KIKU MARU	17,500	Jan. 9th, 1920.

Tickets are interchangeable with the CANADIAN PACIFIC OCEAN SERVICES, LTD. and the PACIFIC MAIL STEAMSHIP CO. Passengers may travel by Rail between Ports of Call in Japan free of Charge. For full information as to rates, sailings, etc., apply to—

TELEPHONE 2274 and 2275.

T. DAIGO, MANAGER

(King's Building)

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE.
SHANGHAI, KOBE & YOKOHAMA	"PORTOS"	On or about 28th Aug.
	"PAUL LECAT"	On or about 23rd Sept.
	"SPHINX"	On or about 4th Oct.

MARSEILLES via SHANGHAI, KOBE, YOKOHAMA, SINGAPORE, COLOMBO, DUTCH STRAITS, SUEZ, PORT SAID	"ANDRE LEBON"	On or about 28th Aug.
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SMALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

SHANGHAI	S.S. "PATAVIA"	On or about 31st Aug.
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For full particulars regarding sailings, etc., apply to—

J. TOURET,

Acting Agent,

Queen's Building,

TELEPHONE 740.

O. S. K.
OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON and ANTWERP—Monthly direct service via Singapore and Port Said. "ALASKA MARU" Monday, 1st September. "ALASKA MARU" Saturday, 20th September.

GENOA—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Company's steamer.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS DURBAN and CAPE TOWN via SINGAPORE.

"TACOMA MARU" Wednesday, 10th September.

BOMBAY COLOMBO—Regular fortnightly service via Singapore. "BURMA MARU" Wednesday, 10th September.

SAIGON BANGKOK SINGAPORE—Regular Monthly service. "SHISEN MARU" Monday, 1st September.

SYDNEY, MELBOURNE—Monthly service calling at AUCKLAND, N. Z. and ADELAIDE.

"LUZON MARU" Beginning October.

VICTORIA, VANCOUVER, SEATTLE, TACOMA—Regular fortnightly services touching at intermediate ports in Japan and taking cargo to OVERLAND POINTS U.S. in connection with Chicago, Milwaukee and St. Paul Railway.

"CANADA MARU" Monday, 1st September.

JAPAN PORTS—Moji, Kobe, Yokohama, Yokohama.

KEELUNG, TAKAO via SWATOW, AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at, and depart from, the O. S. K. wharf, near the Harbour Office.

For TAKAO via SWATOW and AMOY. "BOSHU MARU" Thursday, 23rd Aug. at 9 a.m.

For KEELUNG via SWATOW and AMOY. "AMAKUSA MARU" Sunday, 31st Aug. at 10 a.m.

For sailing dates and further particulars please apply to—

Tel. No. 744 and 745.

Y. YASUDA,

Manager,

No. 1, Queen's Building.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

14,000 tons, 10,500 tons, 11,000 tons.

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS AND HONOLULU.

"NANKING" "CHINA" "NILE"

Nov. 1st, Sept. 11th, Oct. 1st.

For uninterrupted high-class passenger service.

O. H. EYER, Freight and Passenger Agent.

Ice House Street. Tel. 1943.

POST OFFICE NOTICE

INWARD MAILS.

FROM	PER	DATE
STRAITS	Hongkong	28th Aug.
U.S.A., CANADA and JAPAN	Express of Russia	28th Aug.
SHANGHAI	Swire	28th Aug.
JAPAN	Amoy Mail	30th Aug.
EUROPE via SUEZ	Hongkong	31st Aug.
EUROPE	Swire	31st Aug.
BOMBAY	Swire	1st Sept.

OUTWARD MAILS.

FOR	PER	DATE
*Shanghai, N. China & Japan via Yokohama	Tokyo Mail	Thursday, 28th, 10.00 A.M.
Formosa via Keelung, Shanghai, North China, and San Francisco	West Coast	Thursday, 28th, 10.00 A.M.
Hankow, Saigon, Swire, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Aden, Egypt and EUROPE via Marseilles	Amoy, Lebanon	Thursday, 28th, 9.45 A.M. Registration 10.30 A.M.
Swatow and Amoy	Quintanilla	Thursday, 28th, Noon
Swatow, Amoy and Formosa via Takao	Swire	Thursday, 28th, 3.00 P.M.
*Shanghai and North China	Swire	Thursday, 28th, 3.00 P.M.
Shanghai, N. China, and Japan via Kobe	Amoy	Thursday, 28th, 3.00 P.M.
Port Harward	Amoy	Thursday, 28th, 3.00 P.M.
Hankow and Peking	Amoy	Thursday, 28th, 3.00 P.M.
Shanghai and North China	Amoy	Thursday, 28th, 3.00 P.M.
Japan via Nagasaki, Honolulu, Canada, U.S.A., Central and South America and EUROPE via SAN FRANCISCO	Formosa Mail	Thursday, 28th, 3.00 P.M. Registration 3.00 P.M. Letters 3.00 P.M.
Japan via Nagasaki	Formosa	Friday, 29th, 11.00 A.M.
Philippine Is., Sundaland, Australia and New Zealand via Thursday Island	Amoy	Friday, 29th, 12.45 P.M.
Straits, Bangkok and Calcutta	Amoy	Friday, 29th, 2.00 P.M.
Philippine Islands	Amoy	Friday, 29th, 2.00 P.M.
*Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	Amoy	Saturday, 30th, 9.00 A.M.
Hankow, Peking and Haiphong	Amoy	Saturday, 30th, 9.00 A.M.
Straits, Bangkok, Ceylon, Mauritius, South Africa, India via Dhanushkodi, Egypt and EUROPE via SUEZ	Amoy	Saturday, 30th, 9.45 A.M. Registration 10.30 A.M.
The Parcel Mail will be closed on Friday, 28th Aug., at 6 p.m.		
Swatow, Amoy and North China	Amoy	Saturday, 30th, 3.00 P.M.
Swatow, Amoy and Poochow	Amoy	Sunday, 31st, 9.00 A.M.
Shanghai and North China	Amoy	Sunday, 31st, 9.00 A.M.
Philippine Islands, Formosa via Keelung, Japan via Mokai, Canada, United States, Central and South America, and EUROPE via VICTORIA, B.C.	Canada Mail	Monday, 1st, 11.45 A.M. Registration 12.30 P.M.
*Swatow and Bangkok	Amoy	Tuesday, 2nd, 10.00 A.M.
Sundaland, Australia and New Zealand via Thursday Island	Amoy	Wednesday, 3rd, 9.45 A.M. Registration 10.30 A.M.
Swatow, Amoy and Poochow	Amoy	Friday, 5th, Noon

* Correspondence bearing vessel's name, only.

COMMERCIAL.

OPENING QUOTATIONS.

On London—	August 27th.
Telegraphic Transfer	3/11 1/2
Bank Bill, on demand	3/11 1/2
Bank Bill, at 30 days' sight	3/11 1/2
Bank Bill, at 4 months' sight	4/1 1/2
Credit, at 4 months' sight	4/1 1/2
Documentary Bill, at 4 months' sight	4/1 1/2
On Paris—	
Bank Bill, on demand	67 3/4
Credit, at 4 months' sight	67 3/4
On New York—	
Bank Bill, on demand	83 1/2
Credit, at 60 days' sight	84 1/2
On Bombay—	
Telegraphic Transfer	nom.
Bank Bill, on demand	nom.
On Calcutta—	
Telegraphic Transfer	nom.
Bank Bill, on demand	nom.
On Shanghai—	
Bank Bill, at sight	nom.
Bank Bill, at 30 days' sight	157 1/2
On Yokohama—On demand	157 1/2
On Amoy—On demand	159
On Singapore—On demand	157 1/2
On Batavia—On demand	nom.
On Hongkong—On demand	33 1/2
On Shanghai—Bank's buying rate	\$ 5.00
Gold Leaf, 100 fine, per cent	\$35.40
Bar Silver, per oz.	61 1/2

SUBSIDIARY COINS.

Hongkong—20 cents piece	\$0.60 Premium
Hongkong—10 "	1.40
Canton—20 "	6.50
Canton—10 "	0.00 Discount

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 4 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the Hongkong and Shanghai Bank to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the Hongkong and Shanghai Banking Corporation
N. J. STABE, Chief Manager.
Hongkong November 2nd 1919 10

THE BANK OF TAIWAN, LIMITED.

(TAIWAN BANK).
INCORPORATED BY SPECIAL IMPERIAL CHARTER, 1899.

Capital Subscribed	Yen 30,000,000
Capital (Paid-up)	Yen 27,500,000
Reserve Funds	Yen 8,500,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES:
JAPAN—Tokyo, Yokohama, Kobe, Osaka, Moji.
FORMOSA—Gilan, Kail, Kankin, Keelung, Pincan, Shichihiki, Makung, Taihiti, Tainan, Takow, Tamsui, Tohyon, Aiko.
CHINA—Shanghai, Hankow, Kinkiang, Amoy, Poochow, Swatow, Canton.
OTHERS—Hongkong, Bangkok, Singapore, Serampore, Semarang, Batavia, Bombay, London, New York.

LONDON BANKERS

CAPITAL AND COUNTRY BANK LONDON AND SOUTH-WESTERN BANK, PARIS BANK.

The Bank has Correspondents in Commercial Centres in the European Continent, Russia, Manchuria, Tsingtao, Chosen, Japan, Indo-China, Siam, India, Philippine Islands, Java, and other Dutch Indies, Australia, America, Africa, etc.

Interest allowed on Current Accounts and Fixed Deposits at rates which will be quoted on application.

NAOKICHI YANAGITA, Manager.
3, Des Vaux Road, Hongkong April 1st, 1919. 182

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—No. 2, Queen's Road Central.
Paid-up Capital ... \$2,000,000.00

Directors:
Mr. Pong Wai Tung, Chairman.
Mr. Chow Shou Son, Mr. Kan Ying Po, Mr. Li Koon Chun, Mr. Chan Kai Ming, Mr. Mok Ching Kong, Mr. Fung Ping Shan, Mr. Wong Yau Tong, Mr. P. K. Kwok, Mr. Chan Ching Shek, Mr. Ng Chung Luk.
Chief Manager:—Kan Tong Po.
Assistant Manager:—Li Tai Fong.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent. per annum and on Fixed Deposits at the following rates:
For 3 months at the rate of 3 per cent. per annum.
For 6 months at the rate of 4 per cent. per annum.
For 12 months at the rate of 5 per cent. per annum.
KAN TONG PO, Chief Manager. 1000

THE INDUSTRIAL & COMMERCIAL BANK LTD.

Head Office:—3, Des Vaux Road Central, Bank Branch:—Paofof Building.

DOMESTIC AND FOREIGN BANKING SERVICE PROMPT.

CURRENT, Savings, and Fixed Deposits bear Interest at Rates 2, 4, 5, respectively.

Inquiry on our SPECIAL SERVICE will be welcome.

J. USANG LY, Manager.
Hongkong, July 7th, 1919.



There is an instantly recognisable flavor to "Felucca" which distinguishes it from other Egyptian Cigarettes. This flavor, which is only obtained from the finest selected leaf, has secured for "Felucca" by far the largest sale of any Egyptian high-grade in the Orient.

A new stock of "Felucca" Cigarettes is on sale at all leading tobacconists. Send for a tin today.

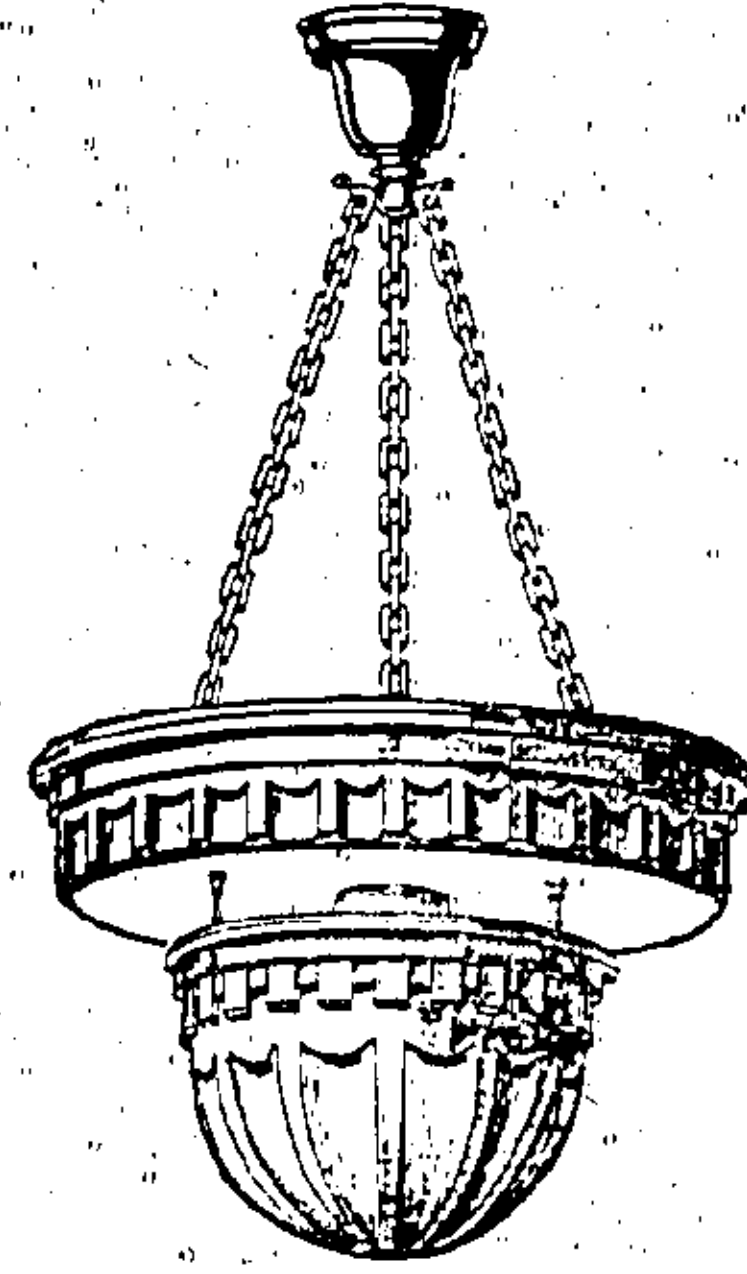
Manufactured in Cairo by Maspero Freres

This advertisement is issued by British-American Tobacco Co., (China), Ltd.

ELECTRICAL FITTINGS

For the latest types of Lamps and Fans.
Visit our Electrical Show Room at 14, Des Vaux Road.

One centre ceiling light replaces four or five ordinary bulbs and gives a more diffused light with the "BRASCOLITE" FITTING.



Prepare for the warm weather and send your fans in to be cleaned and plated. A new stock of the latest models due to arrive.

WILLIAM C. JACK & CO., LTD.

SEAMEN'S INSTITUTE.

21, PRAYA EAST, HONGKONG.

ALL DEPARTMENTS of the above are now OPEN after extensive repairs. Reading and Writing Rooms, Billiard Room (two tables), Restaurant, Concert Hall and Meeting Room.
Sleeping Accommodation—33 Cabins and 70 Beds in Dormitories.
All men of the Mercantile Marine, H.M. Navy and Army are welcome to use the Institute.

DAIRY FARM NEWS

KIPPERS KIPPERS

Just Received
A New Shipment direct from Scotland

65 cents per lb.

LEE CHEUNG & CO.

Importers & Exporters.

SHIPPING and Commission Agents.

Coal Merchants.

We Stock all kinds of Coal.

138, CONNAUGHT ROAD CENTRAL.

Telegraphic Address: "LEECHUNG."

Phone 1788. Code used A.L. 1110

S. K. TSAN & CO.

HONGKONG & SWATOW.

公 WHOLESALE AND RETAIL 威

司 Swatow Drawn Thread Work 順

Canton Embroidery, Grass Cloth,

Fillet, Cluny, Point Crochet Lace,

and Silk Fancy Goods, etc., etc.

54, QUEEN'S ROAD CENTRAL, HONGKONG. 1004

BANQUE INDUSTRIELLE DE CHINE

(FRENCH BANK).

SUBSCRIBED CAPITAL F. 75,000,000
PAID UP F. 37,500,000
(1/2 of the Capital, i.e., F. 37,500,000, subscribed by the Government of the Chinese Republic.)

Chairman of the Board of Directors: André Berteloot
General Manager: A. J. Fernoite

HEAD OFFICE: 74, Rue Saint-Lazare, PARIS

BRANCHES:
Shanghai, Hankow, Canton, Peking, Tientsin, Harbin, Dairen, Amoy, Hongkong, Yokohama, Kobe, Osaka, Moji, Singapore, Batavia, Surabaya, Semarang, Medan, Palembang, Pontianak, Banjarmasin, Makassar, Manado, Soerabaya, Batavia, Surabaya, Semarang, Medan, Palembang, Pontianak, Banjarmasin, Makassar, Manado.

BANKERS:

In FRANCE: Société Générale pour favoriser le Développement du Commerce et de l'Industrie en France.

In LONDON: London County Westminster & Parr's Bank Ltd.

In NEW YORK: Rodmond & Co.

Correspondents in the Chief Commercial Centres of the World.

Telegraphic Address: CRIBANKIND.

Interest on Current Accounts and Fixed Deposits in Local Currency and in Gold. Terms on application.

Every description of Banking and Exchange business transacted.

Special facilities for French exchange.

M. ROUET DE JOURNEL, Manager.
Hongkong, April 1st, 1919. 183

THE MERCANTILE BANK OF INDIA, LIMITED.

HEAD OFFICE: 15, Gracechurch St., London.

Authorized Capital ... £1,500,000
Subscribed ... £1,500,000
Paid-up ... £750,000
Reserve Fund & Rest ... £750,000

BANKERS:

THE BANK OF ENGLAND.
THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

Branches: Bombay, Calcutta, Hongkong, Kanton, Rangoon, Colombo, Madras, Shanghai, Singapore, Port Louis (Mauritius).

HONGKONG BRANCH

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. L. SANDER, Acting Manager.
No. 7, Queen's Road Central, Hongkong, April 11th, 1919. 184

THE BANK OF CHINA

(SPECIALY AUTHORIZED IN CHINA BY PARLIAMENTARY MANDATE OF 22ND NOVEMBER, 1917.)

Authorized Capital ... \$80,000,000
Paid-up Capital ... \$12,500,000
Reserve Funds ... \$1,197,400

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES

(PEKING): Beijing, Tientsin, (NORTH): Miyun, Choban, Falsien, Nianhsan, Huanchua, (CHINA): Tientsin, Paochifu, Lutai, Tsinhsien, Sangfang, Shuntou, Tangshan, Taming, Choban, Weishan, (MANCHURIA): Changchun, Moukden, Kirin, Taitshar, Newchang, Liouyangchow, Heho, Hsinmingfu, Tsingtau, Harbin, Dairen, Antung, Tieling, Chinghsien, Sifeng, Hulan, Suifu, Hailu, Ningputa, Kungchun, Liouyang, Fuyi, Yenching, Kungchun (HUPEN): Hankow, Shao, Ichang, (HUPEN): Changsha, (Kiangsu): Shanghai, Nanking, Soochow, Yangchow, Chinkiang, Wuk, Hsuehufu, Tungchow, (SOUTH): Tainkang (SHANTUNG): Tientsin, Tsingtau, Chefoo, Tenghsien, Lintshien, (SHANGHAI): Taiyuanfu, Yunhsing, Sianhsien, Tsungfu, (HOKKAI): Kaitung, Chowkoku, Hsichien, (KWANGTUNG): Hongkong, Canton, Swatow, Kungchow, (FUJIAN): Fookow, Amoy, Hankow, Chuanchow, Changchow, Santiao, (CHONGKING): Chongchow, Shaoching, Hsuehufu, Kashing, Wenchow, Ningpo, Lanchi, Yuyao, Haimen, (Kiangsu): Nanchang, Kiang, Kanchow, Chienchen, Chiao, (ANSWER): Wuhu, Ankiang, Pangfow, Locheifu, Tating, Tungki, Luau, (Szechuan): (Kweichow): Kweichow, (SHAN): Shan, Hangchungfu, (SUICHAN): Kweichow, Paochow, (TAIPEI): Kalgan, Fengchen, (Ubea): Urga, Harkiao.

HONGKONG BRANCH

Interest allowed on current accounts and Fixed Deposits. Terms on application. Every description of Banking business transacted. Loans granted on approved securities. Special facilities for Home Exchange.

TSUYEE PEI, Manager.
Hongkong, May 15th, 1919. 371

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE: LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £2,100,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

J. L. CROCKETT, Manager.
Hongkong, April 6th, 1919. 184

THE BANK OF ENGLAND.

THE LONDON JOINT CITY & MIDLAND BANK, Ltd.

Branches: Bombay, Calcutta, Hongkong, Kanton, Rangoon, Colombo, Madras, Shanghai, Singapore, Port Louis (Mauritius).

HONGKONG BRANCH

Every description of Banking and Exchange business transacted.

INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

C. L. SANDER, Acting Manager.
No. 7, Queen's Road Central, Hongkong, April 11th, 1919. 184

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds: Sterling \$1,500,000, at 2 1/2% = \$15,000,000
Silver ... \$21,000,000
Reserve Liability of Proprietors \$15,000,000

Court of Directors:

J. A. Pomeroy, Esq., Chairman.
Hon. Mr. E. V. D. PARR—Deputy Chairman.
J. W. C. Bonnar, Esq., P. H. Holyoak, Esq., A. H. Compton, Esq., Hon. Mr. J. Johnston, Hon. Mr. S. H. Dodwell, W. L. Patterson, Esq., C. S. Gubbay, Esq.

Chief Manager:

Hongkong—N. J. STABE, Esq.
Shanghai—A. G. STEPHEN, Esq.

LONDON BANKERS:

LONDON COUNTY AND WESTMINSTER & PARR'S BANK, LIMITED.

HONGKONG INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
" 6 " 3 " " " "
" 12 " 4 " " " "
" 18 " 5 " " " "
N. J. STABE, Chief Manager.
Hongkong, July 11th, 1919.

BANQUE DE L'INDO-CHINE

(FRENCH BANK).

Head Office: 16bis Rue La Fayette, Paris.

Capital ... Frs. 45,000,000
Reserves ... " 50,000,000

BRANCHES AND AGENCIES.

Bangkok, Hongkong, Saigon, Batavia, Moupin, Shanghai, Canton, Nanking, Peking, Tientsin, Hankow, Fookow, Amoy, Swatow, Kanton, Rangoon, Colombo, Madras, Bombay, Calcutta, Port Louis (Mauritius).

BANKERS:

IN FRANCE: Comptoir National d'Escompte de Paris; Crédit Lyonnais; Banque de Paris et des Pays-Bas; Crédit Industriel et Commercial; Société Générale.

IN LONDON: The National Provincial and Union Bank of England Ltd.; Comptoir National d'Escompte de Paris; Crédit Lyonnais.

IN NEW YORK: J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of banking and exchange business transacted.

A. SIRE, Acting Manager.
Hongkong, October 31st, 1918. 186

Printed and Published by HENRY ADOLPHUS CARTWRIGHT, for THE HONGKONG DAILY PRESS, Ltd., at 104, Des Vaux Road Central, Victoria, HONGKONG.